DIRECTORY & CHRONICLE.

FOR CHINA, JAPAN, ETC.

1917 Edition now in course of Compilation.

PRICES:
Large Copies ... $11.00
Abridged 7.00

Orders should be sent to the HONGKONG DAILY PRESS, LD.

Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

DURESCO
"THE DURABLE."

The only reliable COLOUR WASH on the market. Large variety of artistic shades in stock.

ALEX. ROSS & Co.

[79

No. 18,330. 號十三百二十八萬 第 日三十月正年巳丁 HONGKONG WEDNESDAY, FEBRUARY 14TH, 1917. 三拜禮 號四十月二年六國民華中 PRICE, $3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
137

POMMERY

CHAMPAGNE

SEC. and

EXTRA SEC.

SOLE AGENTS:

CALDBECK, MACGREGOR & Co.

No. QUEEN'S ROAD CENTRAL

Telephone No. 75.

12-1

NEW CARTRIDGES.

BY popular English Manufacturers, in all Bores and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG. at $6, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection invited.

WM. SCHMIDT & Co.

[100

A. LING & CO.,

19 QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

TELEPHONE 1219.

[70

PEAK TRAMWAY COMPANY, LIMITED

TIME-TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every 15	minutes
8.00 „	to 10.00 „	„ 10	„
10.00 „	to 11.00 „	„ 15	„
11.30 „	to 12.45 p.m.	„ 15	„
12.45 p.m.	to 1.15 „	„ 10	„
1.15 „	to 1.45 „	„ 15	„
1.45 „	to 2.15 „	„ 10	„
2.15 „	to 5.00 „	„ 15	„
5.00 „	to 8.00 „	„ 10	„

NIGHT CARS.

8.30 p.m and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
11.00 p.m. to 11.45 p.m., Every Quarter-Hour.

SUNDAYS.

7.30 a.m.			
8.00 „	to 10.30 a.m.	Every 15	minutes
10.30 „	to 11.00 „	„ 10	„
11.30 „	to 12.00 noon	„ 15	„
12.00 noon	to 1.00 p.m.	„ 10	„
1.00 p.m.	to 5.30 „	„ 15	„
5.30 „	to 6.00 „	„ 10	„
6.00 „	to 6.30 „	„ 15	„
6.30 „	to 8.0 „	„ 10	„

NIGHT CARS as on Week Days.
SATURDAYS.
Extra Car at 12 Midnight.

SPECIAL CARS by arrangements at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compradore's Order representing Bank Notes

JOHN D. HUMPHREYS & SON
General Managers.
96

MITSUBISHI
DOCKYARD AND ENGINE WORKS.

1A., A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers, Manufacturers of Contraflo Condensers, Stone's Manganese Bronze Castings, Parson's Steam Turbines and Turbo-Alternators, &c., &c.

NAGASAKI.
TELEGRAPHIC ADDRESS:—"DOCK," NAGASAKI.
GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1	Dock No. 2	Dock No. 3
Length on Keel Blocks	510 feet	350	714 feet.
Width of Entrance on bottom ...	77 „	53	88 „
Water on Blocks at Spring Tide	26 „	24	44 „

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots.
Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Cranes.

KOBE.
TELEGRAPHIC ADDRESS:—"DOCK," KOBE.
FLOATING DOCKS.

	No. 1	No. 2.
Lifting Power	7,000 tons.	12,000 tons.
Max. Length of Ship taken in „	460 feet.	580 feet.
Max. Breadth of Ship taken in „	56 „	66 „
Max. Draft of Ship taken in „	22 „	28 „

The Salvage Steamer "ARIMA MARU," Pumping capacity per hour 3,000 tons.

HIKOSHIMA (Near Shimonoseki).
TELEGRAPHIC ADDRESS:—"DOCK," SHIMONOSEKI.
GRAVING DOCK.

Length on Keel Blocks	363 feet 0 inch.
Breadth at Entrance on bottom...	56 „ 0 „
Depth of Water on Blocks at Spring Tide	25 „ 7 „

Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

Any Orders will be promptly attended to and Estimates sent on application.

[76

KAIPING COAL
FOR ALL
INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO
DODWELL & CO., LTD., QUEEN'S BUILDINGS, HONGKONG, OR
KAILAN MINING ADMINISTRATION,
TIENTSIN, NORTH CHINA.

[31

SOUTH MANCHURIA RAILWAY.

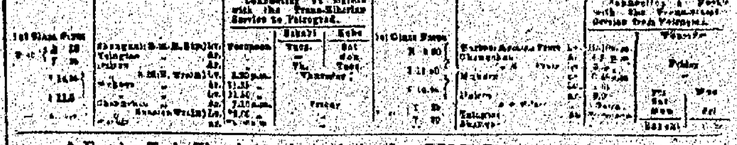
TRAVERSING THE NEWEST AND MOST INTERESTING COUNTRY OPENED TO THE TOURIST AND HOLIDAY MAKER.

THE SHORTEST, QUICKEST, AND CHEAPEST ROUTE BETWEEN THE FAR EAST AND EUROPE IS STILL VIA THE SOUTH MANCHURIA RAILWAY

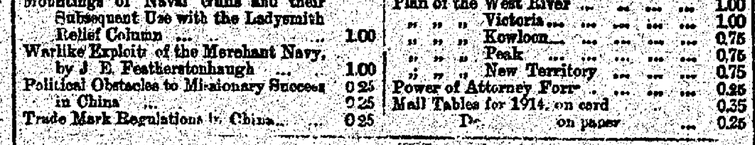
Time-Table from May 1st, 1915, until Further Notice.

Owing to the War the TRIPLE-WEEKLY EXPRESS TRAIN SERVICE has been temporarily suspended, and a ONCE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Seitsu (Tsingtao) Shanghai Mail Steamer Service by the S.S. "HAKARI MARU" and "KOBE MARU" (each equipped with wireless telegraph) as follows:

NORTH BOUND



SOUTH BOUND



* Russian Train Time is 22 minutes faster than S.M.R. Time.
The above fares do not include the Express Train Berth Fee.
To the daily train leaving Dairen at 8 p.m. for Changchun and that leaving Changchun at 11.30 a.m. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen. 2.

RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. "Yamato"). At Dairen, Port Arthur, Mukden, Changchun, and Hoshigaura (the finest sea-side resort in North China), all under the Company's Management.

TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS Co., Messrs. THOS. COOK & SON; the NORDISK RESEBUREAU and the NIPPON YUSEN KAISHA Shanghai; from whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the—

SOUTH MANCHURIA RAILWAY CO. DAIREN
Tel. Add.: "MANTETSU." Codes: A.B.C. 5th Ed., A1, and Lieber's

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST

Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots, and also at Antung, Chefoo Shanghai, Hongkong, Manila, Singapore, and Penang

MINING DEPARTMENT
SOUTH MANCHURIA RAILWAY CO. DAIREN
68

KELLY & WALSH, LTD

LIST OF NEW BOOKS.

WAR LITERATURE.

War Poems, by X	$1.60
The Battle of the Somme, by John Buchan	.80
Soldier Songs from Anzac, by T. Skeyhill	.08
With the Russian Wounded, by T. Alexitsky	2.00
Australia in Arms, by Phillip F. C. Schuler	10.00
The Navy's Way, by J. S. Margerison	.80
Seven Years at the Prussian Court, by Edith Keen	8.00
War Wanderings, by G. Renwick, Special Correspondent to "The Daily Chronicle"	5.50
The Flight of Mariette: A Story of the Siege of Antwerp, by G. E. M. Vaughan	2.75
Somme Battle Stories, by Capt. A. J. Dawson	1.75
Light and Shade in War, by Malcolm and Noel Ross	4.00
Map Book of the World War ...	1.20
A "Temporary Gentleman in France"...	.80
The British Campaign: The First Volume of Sir A. Conan Doyle's History	4.50
The Grand Fleet, by H. C. Ferraby ...	2.00
Comrades in Armlets — Humorous Drawings	.80
The Merry Mariners—Naval Sketches...	.80
The Psychology of the Great War, by Gustave Le Bon	8.00

GENERAL LITERATURE.

Buddhist Art and its Relation to Buddhist Ideals, by M. Anesaki M.A., Litt.D., with 47 plates	$20.00
The Climate of Hongkong, by T. F. Claxton...	2.00
My Life: Sixty Years' Recollections of Bohemian London, by George R. Sims	4.50
Tolstoi for the Young, translated by R. S. Townsend	2.00
Limehouse Nights: Tales of Chinatown, by Thomas Burke	2.70
The Soul of Dickens, by W. Crotch ..	4.50
Principles of Social Reconstruction, by Bertrand Russell	4.50
THE SNARK WINTER ANNUAL	.80
THE WINNING POST WINTER ANNUAL	.80
LLOYD'S CALENDAR 1917	1.00
Bairnsfather: The Soldier who has Made the Empire Laugh	2.75

COLONIAL NOVELS AT $1.75 EACH.

The Castaways, by W. W. Jacobs.
The Wages of Virtue, by Captain P. Christopher Wren.
The Tutor's Story, by the late Charles Kingsley.
The Old Blood, by Frederick Palmer.
The Wonderful Year, by William J. Locke.
Greenmantle, by John Buchan.
The World for Sale, by Gilbert Parker.
Gilded Vanity, by Richard Dehan.

[153

THE LIVERPOOL & LONDON & GLOBE INSURANCE CO., LTD.

Established 1836. Incorporated in Great Britain.
Total Assets exceed £14,000,000.

FIRE, LIFE, MARINE, MOTOR CAR, PLATE GLASS, FIDELITY, GUARANTEE AND LOSS OF PROFITS INSURANCE.

HONGKONG BRANCH,
4, Des Voeux Road Central,
Tel. No. 200.

JOHN DE B. LANCASTER,
Acting Local Manager.
[122

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS "ECUADOR," "VENEZUELA" AND "COLOMBIA" 14,000 tons each.

HONGKONG TO SAN FRANCISCO,
VIA SHANGHAI, KOBE, YOKOHAMA AND HONOLULU.

THE SUNSHINE BELT.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

SAILINGS FROM HONGKONG.

S.S. "VENEZUELA"	1st March, 21st May
S.S. "ECUADOR"	28th March, 18th June
S.S. "COLOMBIA"	23rd April

These Steamers have the most modern equipment including ALL LOWER BERTHS and large comfortable staterooms (all single and two berths only).
The Safety and Comfort of Passengers is our first consideration.
Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, LTD.
For further information, rates, literature, schedules, etc., apply to—
COMPANY'S OFFICE in Alexandra Buildings, Chater Road
Telephone 141. 188

"HONGKONG DAILY PRESS" PUBLICATIONS.

Directory and Chronicle of the Far East	$1.00
Do. Do. Smaller Edition	7.00
Children of Far Cathay, a Social and Political Novel, by C. J. H. Halcombe	3.50
The Jubilee of Hongkong, being an Historical Sketch, to which is added an Account of the Celebrations in 1891	1.00
The Hongkong Typhoon, Sept. 18th, 1906, Illustrated Account ...	0.50
Temporary Mining Regulations in China	0.50
Regulations for Railway Construction in China	0.50
Hongkong Hansard Reports of the Meetings of the Legislative Council, Published Annually	5.00
Mountings of Naval Guns and their Subsequent Use with the Ladysmith Relief Column	1.00
Warlike Exploits of the Merchant Navy, by J. E. Featherstonhaugh ...	1.00
Political Obstacles to Missionary Success in China ...	0.25
Trade Mark Regulations in China... ...	0.25
Missionary Directory, cloth cover	$1.25
Do. paper cover	0.80
Dog and Gun in New Territory.	1.00
From Hongkong to Canton, by the Pearl River—"A Book for the Globetrotter," by Capt C. V. Lloyd; with Maps and Illus.	1.75
Hongkong Weekly Press, half-yearly vol., bound	7.50
Sixty Years Anglo-Chinese Calendar, 1834 to 1923	2.00
Rates of Exchange at Hongkong, English Mail days 1874	—
Bombay Rates of Exchange at Hongkong, English Mail Days, 1893...	1.00
Called Out; or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe ...	2.00
Plan of the West River	1.00
„ „ „ Victoria	1.00
„ „ „ Kowloon	0.75
„ „ „ Peak	0.75
„ „ „ New Territory	0.75
Power of Attorney Form	0.25
Mail Tables for 1914, on card ...	0.35
Do. on paper ...	0.25

G. R.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916.

Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding $50.

58

FRENCH LESSONS.

G. MOUSSION,

15, MORRISON HILL ROAD

225

ON SALE

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session, 1915.

REVISED BY THE MEMBERS

PRICE $5

DAILY PRESS OFFICE.

HOTELS

THE HONGKONG HOTEL AND GRILL ROOM.

J. H. TAGGART,
Manager.
[14

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Telephone: No. 373.
Tel. Address: "VICTORIA."

J. WITCHELL,
Manager.
[22

PEAK HOTEL.

1,400 FEET ABOVE SEA LEVEL.

FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephones in every Room, prompt connection maintained by six lines to Central.

Fifteen minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine. Roof Garden, and Social Rooms. European Runner meets Steamers.

P. O. PEUSTER,
Manager.
[128

THE VICTORIA HOTEL.
CANTON.

Situated on the British Concession, Shameen.
The only European Hotel in Canton.
Guides and Chairs provided.
Every information and special attention given to Tourists.
Reasonable Rates.
Under the personal Management of Mr. and Mrs. GEO. B. EYLES.
[140

MITSUBISHI GOSHI KWAISHA
(MITSUBISHI CO.)

COAL DEPARTMENT

MINE PROPRIETORS OF
TAKA HIMA, OGAI, MOTAKE, KISHIDAKE, YOSHINOTANI, HOJO, NAMAZUTA, SAYO, KANADA SHINNEW, KAMIYAMADA, BIBAI AND OYUBARI COLLIERIES.
AGENT FOR SAKITO COAL.

HEAD OFFICE
MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI, KARATSU, WAKAMATSU, OTARU, MURORAN, HAKODATE, KOBE, OSAKA, KURE, TOKYO, YOKOHAMA, NAGOYA, TSURUGA, VLADIVOSTOCK, HANKOW, PEKING, LONDON, NEW YORK, SHANGHAI, HONGKONG, HAIPHONG AND CANTON.

Cable Address—"IWASAKI."
Codes:—A1, A.B.C. 5th Ed., Western Union, and Bentley's.

Agencies:—
CHINKIANG—Messrs. GRARING & Co.
MANILA—Messrs. MACONDRAY & Co.
SINGAPORE—Messrs. BORNEO Co., LTD.
GLASGOW—Messrs. A. F. BROWN, McFARLANE & Co., LTD.
For Particulars, apply to—
K. KATO, Manager,
No. 2, Peddar Street, Hongkong
71

BOARD AND RESIDENCE.

"HARTING," Austin Road, Kowloon. LARGE AIRY ROOMS, excellent Cuisine.

MRS E. D. MURPHY,
Prop. Tel. No. 8.
[238

INTIMATIONS

THE ENTERTAINER THAT NEVER FAILS

VICTROLA.



PRICES AND STYLES TO SUIT EVERY PURSE.

MOUTRIE'S

EXCLUSIVE AGENTS. [26-3

BALLANTINE'S
BEER AND STOUT

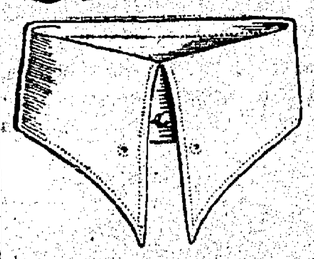
TRADE MARK

Wedded to
PURITY, QUALITY AND FLAVOUR
WITH
"THREE RINGS."

DONNELLY & WHYTE,
SOLE AGENTS.

TEL. 636. 95

Summit SOFT COLLARS



STYLE 66
Plain White Summit Material.
STOCKED ALSO IN KHAKI.
STYLE 69
White Fine Ribbed Pique.
STYLE 68
White Oxford Mat.
ALL HAVE EYELET HOLES FOR SAFETY PIN.

MACKINTOSH
& CO., LTD.,
MEN'S WEAR SPECIALISTS,
16, DES VŒUX ROAD. TELEPHONE 29.

Fortify yourself with Bovril

IT MUST BE BOVRIL

BRITISH TO THE BACKBONE

WANTED.

ENGINEER, Br., abstainer, for Harbour or Shop. Apply in own writing with copy refs., stating age and salary required to—
W. S. BAILEY & Co., LTD.,
Kowloon. [105

FOR SALE.

STANLEY GIBBON'S, SCOTT'S and YVERT ET TELLIER'S POSTAGE STAMP CATALOGUES for 1917.

GRACA & CO.,
No. 4, WYNDHAM STREET,
Hongkong.
N38

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL SHOW.

THE FLOWER AND VEGETABLE SHOW will be held on the 8th and 9th MARCH, in the BOTANICAL GARDENS.

Intending Exhibitors should send their entry forms to the Hon. Secretary not later than 28th February.

Copies of Rules and Schedules may be obtained from the Hon. Secretary.

A. NICOL,
Quarry Bay.
Hongkong, 10th February, 1917. [280

PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, February 1st.

POLITICAL.

The political atmosphere has been less disturbed this past week or so, and it is hopeful to be able to record that the calm continues and that the prospects of peace are very good indeed. The settlement of the Chengchiatun affair has helped to clarify the situation and has induced in the Chinese a greater confidence in themselves and in their country.

Apparently the struggle between the Administration and the Parliament has ceased. This happy result has undoubtedly been brought about by realisation of the fact that the Cabinet had the support of the military and that, were Parliamentarians to push their opposition too far, they would certainly provoke military intervention involving the suppression, more or less temporary, of parliamentary institutions. For that reason impeachments are no longer threatened with reckless contempt for consequences, and the Cabinet, though acknowledging a certain amount of parliamentary authority, proceeds with its policy less fettered than before.

CONSTITUTION DRAFTING.

Speeding up is the chief desideratum in connection with the Constitution Drafting now before the Conference of both Houses of Parliament. The progress made is by no means satisfactory, and it is suggested that these meetings be held more often and for longer periods—without additional payment to the members of Parliament! This is an unkind cut.

DIPLOMATIC BODY.

The news concerning the leading members of the Diplomatic Body is unusually interesting. It is now definitely known that Sir John Jordan, the veteran British Minister is returning to Peking at the end of March or beginning of April, while M. Conty, the French Minister, will be here again in a few weeks' time. Baron Hayashi is leaving for a visit to his native country that will not be altogether a holiday, but will, no doubt, be connected with the new policy towards China.

The American Minister gave a dance the other night which was well attended and proved most enjoyable. The new Italian Minister had a similar function last night, but it took the form of a house-warming.

ICE HARVEST.

The ice harvest has been usually good this winter. Sheet after sheet has been cut from the canals, and much more could be had if the work were scientificially undertaken and carried out. Though the frost is not so severe as it was a few weeks ago, it is still keen enough to afford fresh ice supplies, but it is not expected that this will last more than another week.

Skating continues to be the chief pastime of the foreign community, and the Peking Club rink is exceedingly popular on band nights, when some pretty figure work is witnessed on the ice. Waltzing on skates is very popular.

The International Club is holding another fancy dress carnival next week, and the support already promised ensures it being a great success.

FINANCIAL.

The prospectus of the hundred million dollar loan, which the Minister of Interior expects to raise within the country, has been published. To most people it seems to have small prospect of success. On the other hand, it is interesting to learn that the short-term loan of one million dollars required for temporary purposes may not be needed, as the proceeds of the Salt Revenue have proved exceptionally good.

The trafficking in copper cash is having its effect upon the value of the dollar. A few months ago one could get 136 coppers for a dollar. Now it is worth only 118. Still the traffic continues in spite of the protests of the united Chambers of Commerce. The Government's reply to the national volume of complaint is to licence a syndicate to profit by this exploitation of the people's coin!

ANGLO-CHINESE DINNER.

The Anglo-Chinese dinner on Monday gave an opportunity for leading Chinese and members of the British community to meet under agreeable conditions. The occasion was a very pleasant one. The speeches were short and interesting, perhaps the most notable being that of Dr. C. C. Wuy who replied on behalf of his father. It was mentioned by the British *Chargé d'Affaires*, Mr. Beilby Alston, who presided, that H.E. Wu Ting Fang was the first Chinese to become a barrister in England, and that the second was the late Sir Kai Ho Kai, of Hongkong.

(*Continued at foot of next Column.*)

CANTON NEWS.

[FROM OUR OWN CORRESPONDENT.]

CANTON, February 12th.

CIVIL GOVERNOR'S VISIT TO HEUNGSHAN.

The Civil Governor, a few days ago, entertained some military and high officials, twenty-eight in number, to dinner at his yamen. At the close of the repast, at 6 p.m., he left for Heungshan together with several officials and a few attendants. His trip will include a visit to Heungchow, which is a newly-opened port.

SAM-SHUI MAGISTRATE REPORTED.

The Civil Governor has recently received a complaint from the merchants that Mok Kwok Kwan, Magistrate of the Sam-shui District, has refused to accept Canton Bank notes in payment of taxes except at a discount. The Financial Bureau has accordingly received instructions to inquire into the matter, as the local Government recently notified the public that bank notes would be accepted at their face value in payment of taxes.

EARLIER CLOSING FOR THEATRES AND RESTAURANTS.

The Police have recently issued a proclamation notifying the theatres and restaurants in Canton that they must close at 2 a.m. Since this new regulation has been in force, the business of the theatres and restaurants has been rather depressed and this re-acts on many other businesses. The theatres have united in submitting a petition to the local Governors requesting the cancellation of the regulation in view of the fact that it has always been the custom to continue performances until daybreak.

GAMBLING RESUMED.

It is understood that, although strictly prohibited by the local Government, gambling of all discriptions has been resumed at Sai-chuen and Nam Ngon and some other country places which are quite near to this city.

JOURNALISTIC.

The Eastern News Agency, a Japanese news agency which has just opened a branch in the capital, gave a banquet to members of the Chinese Press and leading citizens the other night.

Mr. W. S. Ridge, formerly editor of the *National Review*, has taken over the editorship of the *Peking Daily News*, which has much improved in appearance and in conduct as a result.

MOTOR REGULATIONS.

Not before time has the Commission of the Diplomatic Quarter put into operation the motor-car regulations drawn up some time ago. These limit the speed through the Legation district to eight miles an hour under penalties for the owners and chauffeurs, and it may be safely inferred that there will be fewer causes for complaint in future. It is hoped that the Peking municipal authorities will follow the excellent lead thus set.

MOTOR RECORDS.

While on the subject of motor-cars—or automobiles, as the Americans prefer to call them—it is interesting to record that an interesting motor feat has been accomplished this week. On Tuesday two cars, one driven by Mr. Dewette and the other by Mr. White, both connected with the firm of E. W. Frazer, travelled round the vicinity of the proposed new road, crossing ploughed fields and even frozen streams to Shabo and Tangshan (where it was noticeable that progress had been made with the construction of bath houses in connection with the baths). Sixty-five miles cross-country driving was accomplished by the time the cars returned to Peking, thus opening to motorists a new vista for automobile tours.

CARING FOR THE POOR CHILDREN.

Mrs. Gould, the American millionairess and philanthropist, is doing a laudable work these cold mornings in providing meals for thousands of destitute children. They must suffer great privations in the extreme cold of this bitter winter.

PHEASANT FARMS IN SOUTH CHINA.

In a recent report, the U.S. Consul-General in Hongkong, Mr. George E. Anderson, states that laws of the United States against the importation into American territory of the skins, feathers, or other parts of wild birds give promise of leading to an increase in the number of pheasant farms in South China, although the raising of domesticated pheasants already is upon a very large scale, particularly in certain districts near Yunnanfu, Yunnan Province. Direct shipments to the United States are on the increase, and inquiries indicate that when the origin and nature of the products are better understood there the trade with America will increase even more rapidly.

At pfesent the pheasant feathers and skins reaching Hongkong come almost entirely from the farms near Yunnanfu. There are 12 of these farms of some moment, one of them raising well toward 200,000 birds a year, while the total output is estimated to be in excess of 300,000, and may be much larger. The farming includes both the golden and the silver pheasants. The golden are the more common birds, but there is comparatively little difference in the demand for either of the two varieties.

The birds are raised much as are ordinary fowls, the eggs being hatched in Chinese incubators and the chicks handled in native-made brooders on the large farms, though the rule on the smaller farms seems to be to rely upon the hens for hatching. The birds are usually worth at Yunnanfu from $1 to $1.20 silver currency each. Of this value about half represents the value of the skins and feathers for export and the rest the value of the meat of the birds. Most of the birds are killed about the Chinese New Year and are used for food during the festival season, though there is a good demand for them at all times.

EUROPE THE CHIEF MARKET.

There is practically no distinction made in the price of the male and female birds as a rule. Before the war the business of shipping the feathers of these birds out of Yunnan to Hongkong and thence to Europe, was largely in the control of German firms. Since the war the business has been taken up mostly by French and Danish firms. The immensely larger portion of the output of the farms goes to Europe, Marseilles still being the chief centre of the trade in Europe, the understanding being that many of the birds are there prepared for re-export to the United States and particularly South America. The skins and feathers are seldom used locally by the Chinese, a few being employed now and then in Chinese theatrical costumes, but seldom, if ever, as a normal portion of Chinese dress.

The skins are cured simply by immersing in a solution of carbolic acid for disinfection, by treatment with an alum preparation, and steaming and then drying. They come to Hongkong usually in small bales protected by matting, but the more valuable feathers and skins are separately wrapped in paper and packed in cases. They are usually exported from Hongkong in cases.

CHINESE DOMESTIC LOAN.

The plan regarding the flotation of the proposed 6th Year Internal Loan of the Ministry of Finance (says the *Peking Daily News*) is being conceived and worked out in a manner somewhat different from that which characterizes the $200,000,000 Internal Loan proposed by the Ministry of Communications.

Financial experts say that the Ministry of Finance seems to be moderate in its estimates, as the authorized amount of this 6th Year Loan will be $50,000,000, which is only one-fourth of the amount of the Communications Loan. The Ministry is proceeding very carefully with the matter. It has sent the draft prospectus of the loan to the various Ministers for examination.

This loan scheme has been passed at a Cabinet Meeting. The proceeds are to be used to meet deficit in the Budget for the current fiscal year. The term of the loan is to be 20 years, which is much longer than that of the 3rd or 4th year Internal Loan. The full title of the loan will be "The Six Per Cent. Reorganization Internal Loan of the Republic."

A CRAZY CHINESE OFFICIAL.

ISSUING FALSE MANDATES.

Many tales are being told about Mr. Po Yen-kuei, the late Senior Clerk of the Cabinet Office, who is now a lunatic. He was dismissed by a Presidential Mandate on 26th January.

Mr. Po Yen-kuei was given the post of Senior Clerk by Yuan Shih-kai, who was a friend of his father. Since the death of Yuan Shih-kai, his friends have noted his eccentric ways and suspected that his mind was out of order. He did not attend office regularly, and frequently asked leave for 50 days. Before the leave expired, he would suddenly turn up and report himself for duty. After remaining in office for a few minutes, he would again ask leave for 50 days. Once he went to Shanghai and wanted funeral expenses.

One night he invented three Presidential Mandates, the first one ordering the dissolution of Parliament, the second one re-organizing the Cabinet and the third one dismissing all the Military and Civil Governors of the provnces and appointing new men in their stead. He then sent these three false Mandates to the Far Eastern News Agency in Peking, and requested the Agency by telephone to wire the Mandates to all provinces, as they would be promulgated in the morning. Then he went around to tell his friends that he had done some great work and that he had accomplished in five minutes what the Government had not been able to do in five years.

This mad action came to the knowledge of Chief Secretary Chung Kuo-kan, who at once asked the Prime Minister to dismiss him.—*Peking Daily News.*

FAR EASTERN MEN AND THE WAR.

Lieut. C. D. Dixon, Machine-gun Corps, formerly of Messrs. Mackenzie & Co., Ltd., writes to the *N.-C. Daily News* under date January 4th:—I have recently foregathered with two old fellow members of the Maxim Battery, S.V.C., and news of them may be of interest for your "Shanghai and the War" column. Lieut. E. S. Elliston has been in France for five months as Adjutant of the 96th Machine-gun Company. On July 1st he went "over the top" in charge of four machine-guns attached to a line regiment, Thiepval was their objective. The attack was not successful along their immediate front. Lieut. Elliston was the sole surviving officer, and brought the battalion out of action. Had the attack met with its due measure of success, Elliston would undoubtedly have been decorated. He was invalided home suffering from the effects of exposure during the night after the fight. He has now recovered and is acting in command of 207th Machine-gun Company.

Lieut. S. Henman went to France in the spring of 1916 and saw much service with the 13th Motor Machine-gun Battery. He was present at the opening stages of the Battle of the Somme. His skill in the construction of machine-gun emplacements attracted the notice of the Corps Engineer Commandant, who urged him to enter the Royal Engineers and turn his engineering talent to the best advantage. Accordingly, in the autumn he was recalled to England and entered the School of Military Engineering at Chatham. After a strenuous course of 12 weeks he duly passed into the Corps of Royal Engineers, one of the three successful candidates, some of those who failed being engineers by profession! The British Cigarette Co. will be proud of its versatile accountant. Personally, I saw six months' fighting in France with the 72nd Machine-gun Co. before being wounded at Guillemont on August 12th. I am nearly fit again and hope to secure command of a "tank" in the spring offensive. At Guillemont I had the assistance of 2nd Lieut. Lambe, son-in-law of Mr. Craven, of Shanghai. He showed that schoolmasters make the best of officers. Lieut. Springfield, brother of Mr. Springfield, of the S.M.P., was in the next brigade. I was often associated with him. He always displayed great spirit and resourcefulness. It was a pleasure to see with what whole-souled enthusiasm he "straffed" Herr Boche on every possible occasion.

HONGKONG RESERVES.

ORDER BY MAJOR WAKEMAN, O.C., H.K.V.R.

MUSKETRY.

The following members will attend at King's Park Range on Friday, 16th inst., at 2 p.m. Dress: Drill order:—Sergt. A. Charlton; Ptes. W. L. Leask, K. W. Bean, F. A. Coleman, T. Oliphant and P. H. Rolfe.

(Sgd.) C. K. H. BRUTTON, Capt.,
Adjutant, H.K.V.R.

Hongkong, February 13th, 1917.

HONGKONG POLICE RESERVE.

MUSKETRY COURSE, 1917, PART II.

The attention of all members of the Staff, Company Inspectors, No. 1 Platoon, Mounted Police and Maxim Gunners is drawn to orders of Feb. 12/18. They will fire Part II. on Sunday next, Feb. 18th.

The following will attend for Range duties on this date:—C.S.M. Khawas Khan, Cr.-Sgt. 578 Botelho, Sergt. 554 Barretto, C.S.M. Peter Wong, Cr.-Sgts. 16 James Wong, 67 Wong Shau Nin; 50 Shan Sig U.

MUSKETRY INSTRUCTION—CORRECTION.

No. 6 Platoon (No. 3 Company) will attend at the Armoury on Friday, Feb. 23rd, and not on Monday, Feb. 19th.

POLICE SCHOOL.

Thursday, Feb. 15th.—Class II. (Inspector Gordon).

The present classes will terminate with the following sittings:—

Class I. (Inspector Gerrard)—Tuesday, Feb. 20th.

Class II. (Inspector Gordon)—Wednesday, Feb. 21st.

Class III. (Inspector Grant)—Monday, Feb. 19th.

RECRUITS, CENTRAL STATION, 5.30 P.M.

Wednesday, Feb. 14th.—Recruits of all Companies, except No. 2 Company.

Friday, Feb. 16th.—Recruits Platoon (No. 2 Company).

MAXIM GUNNERS.

All members of this Section are required to meet at the D.S.P.'s. office at 5.45 p.m. on Thursday, Feb. 15. Uniform optional.

(Sgd.) F. C. JENKIN,
D.S.P. (R.).

Hongkong, 17th February, 1917.

ST. JOHN AMBULANCE BRIGADE.

HONGKONG AND CHINA DISTRICT.

Visit to Canton.—Members selected to go to Canton will parade at the Headquarters of the Chinese Y.M.C.A. Division at 8 p.m. to-day (Wednesday), the 14th inst. Baggage, clearly marked with the owner's name and rank, must be sent to above Headquarters not later than 5 p.m. to-day.

Uniform.—When travelling and on parade, uniform will be worn as follows:—Helmets, shorts, puttees, water-bottles (filled), haversacks (fully fitted). Each member wil take an additional suit of uniform. Great-coats to be rolled, or worn, as ordered. When off duty, long trousers are to be worn; caps (unless otherwise ordered), belts, white gloves. Swagger canes should be carried.

Equipment.—In addition to individual First Aid equipment, 3 stretchers and one wheeled ambulance will be required.

Routine.—Orders will be issued daily while in Canton, and posted at the temporary Headquarters.

(Sgd.) E. BALFOUR
(Officer in charge of District).

Hongkong, February 14th, 1917.

HONGKONG MAGISTRACY.

REMINDER TO DOG-OWNERS.

Mr. Melbourne imposed a fine of $3 on a Chinese who was charged with keeping a dog without having a licence to do so. It was mentioned that defendant had forgotten to renew his licence, which expired on 31st December.

A PERSISTENT OFFENDER.

A Chinese who was fined $4 a few weeks ago for hawking without a licence made another appearance before Mr. Wood, yesterday, on a similar charge. He pleaded that he had been given the vegetables to carry by a man. He was convicted and Mr. Wood increased the last fine by a dollar, viz., $5; in default, fourteen days' imprisonment.

CAUGHT IN THE ACT.

A charge of attempted pocket-picking was brought before Mr. Wood. The prisoner, a Chinese, was stated by Sergt. Davitt to have inserted his hand into the pocket of another Chinese who was looking at the window of the Sun Company's shop. The prosecutor detected the prisoner as he was extracting his watch from his pocket. Prisoner pleaded guilty and was sentenced to six months' imprisonment.

BREACH OF BUILDING BYE-LAWS.

A Chinese contractor appeared before Mr. Melbourne charged with failing to comply with the building bye-laws in connection with a house which he erected at Whitfield, Causeway Bay. He was fined $200 and ordered to remove the mantels and fix the tie rods with cement, lay hoop bands, remove hard wood joists and substitute rolled steel joists below the floor of the kitchen. Mr. Vergette, of the Public Works Department, prosecuted.

SANITARY BOARD EMPLOYE FINED.

A Sanitary Board coolie was charged with the theft of a pocket-knife in a house which he was engaged, with others, in disinfecting after small-pox. Inspector Taylor, of the Sanitary Board, said the men were under his charge at this work, and he noticed the defendant pick up the knife from a table and put it into his pocket. He denied the theft at first, but afterwards admitted it, saying that he found the knife on the floor, not on the table. A fine of $10 was imposed.

UNJUST SCALES.

Inspector Territt had a number of merchants before Mr. Melbourne, yesterday, charged with using unjust scales.

In one case two out of three scales in use were to the prejudice of the purchaser, and a fine of $5 was imposed.

In another case the scale was 13 per cent. against the purchaser, this result being obtained by "loading" the scale with cash. The defendant was fined $20.

A Chinese shopkeeper at Quarry Bay had a European scale so set that it registered an ounce against the customer. It was stated that defendant had two shops and did a good business. Fined $10.

A $5 fine was imposed in a case where two scales were against the customer to the extent of 2 per cent. and 1 per cent. respectively.

ALLEGED ASSAULT AT KOWLOON.

Before Mr. Wood, F. C. Bothelo, a Portuguese, was charged with assaulting Alfred William Ramsay, at Nathan Road, Kowloon. The case was first called last week, when defendant failed to appear, and a warrant was issued for his apprehension. Mr. L. d'Almada, who appeared for the complainant, said the defendant had been in hospital. Defendant denied that he was guilty of assault. He admitted that he and complainant had a fight; but it was a fair fight. Inspector Gordon stated that the defendant entered the Water Police Station and surrendered himself, stating that he was newly discharged from hospital, where he had been for a month, and had not received the summons. In the course of further explanations it transpired that the assault was stated to have taken place on the Chinese New Year instead of the European New Year. Mr. Wood remanded the defendant.

COMPANY REPORTS.

HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

The report of the directors for presentation to the shareholders at the thirtieth ordinary annual meeting on the 22nd inst. states:—

The profit on working for the year ended 31st December, 1916, was $706,744.55 as compared with $471,292.75 in 1915.

The balance at credit of profit and loss account, including $105,895.67 brought forward from last year, and after deducting directors' and auditors' fees, and paying for all interest and repairs, amounts to $728,080.81, which it is proposed to appropriate as follows:—

To pay a dividend of 8 per cent.	$240,000.00
To pay bonus of $2 per share	120,000.00
To write off Launches	10,000.00
To write off Lighters	48,295.30
To write off Machinery and Plant	18,727.05
To write off Kowloon Wharves	55,515.29
To write off West Point Wharf	500.00
To write off Railways and Rolling Stock	10,000.00
To carry forward to new account	225,043.17
	$728,080.81

The political trouble in South China created an unusual demand for godown accommodation and was responsible for a large increase in our storage earnings. Receipts from wharf and lighter work also improved.

M. L. 91 (old Police Basin) has now been filled in.

Two single-storey godowns are being erected—one on Kowloon Inland Lot 211 and the other on Kowloon Marine Lot 91.

No. 5 wharf was completed in October. The sea bed in the vicinity of this wharf has been dredged to meet the requirements of deep draught steamers now calling at this port.

It will shortly become necessary to replace our older launches.

A second-hand 200 ton Steel Lighter was acquired during the year.

DIRECTORS.

Mr. E. V. D. Parr has joined the Board. Mr. J. W. C. Bonnar retired during the year and his place was taken by Mr. A. O. Lang. Hon. Mr. E. Shellim and Mr. A. David retire according to the Articles of Association and, being eligible, offer themselves for re-election.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The one hundred and first report of the Court of Directors to the ordinary yearly general meeting of the shareholders of this Bank, to be held the 24th instant, states:—

The net profits for the year ending 31st December, 1916, (including $3,027,219.89 balance brought forward from last account), after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts and contingencies, amount to $10,165,665.16.

The Directors recommend the transfer of $500,000 from the Profit and Loss Account to credit of the Silver Reserve Fund, which Fund will then stand at $18,500,000.

They also recommend writing off Bank Premises Account the sum of $750,000 and making a provision for depreciation in Securities of $600,000.

After making these transfers, deducting the Interim Dividend of £2: 3s. per share, paid on 14th August last (*viz.*, £253,000 at 2/1½=$2,464,477.61), and Remuneration to Directors, there remains for appropriation $5,821,187.55, out of which the Directors recommend the payment of a Final Dividend of £2: 3s. per share, *viz.*, £253,000, and a Bonus of Ten Shillings Sterling per Share, *viz.*, £60,000, amounting in all to £313,000, which at 2/4½, the rate of the day, will absorb $2,654,608.70.

The Balance, $3,166,578.85, to be carried to New Profit and Loss Account.

DIRECTORS.

Mr. Stanley H. Dodwell has been elected Chairman for the year 1917, and Mr. J. A. Plummer Deputy Chairman.

The Honourable Mr. David Landale having resigned his seat on leaving the Colony, the Honourable Mr. C. E. Anton was invited to fill the vacancy. Mr. E. V. D. Parr was also invited to join the board. These appointments require confirmation at this meeting.

The Honourable Mr. E. Shellim and Mr. W. L. Pattenden retire in rotation, but, being eligible for re-election, offer themselves accordingly.

AUDITORS.

The Accounts have been audited by Mr. F. Maitland and Mr. E. A. M. Williams, the latter being appointed in place of Mr. J. W. C. Bonnar, who resigned on leaving the Colony. Mr. Maitland and Mr. Williams offer themselves for re-election.

HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending 10th February is as follows:—

	Receipts for week	Aggregate receipts for 6 weeks
This Year	$12,606	$81,704
Last Year	13,016	73,227
Increase	—	8,477
Decrease	410	—

COMPANY MEETING.

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

The 17th ordinary annual meeting of shareholders in the above Company was held at the office of the Company yesterday. The Hon. Mr. P. H. Holyoak presided, and those also present were:—The Hon. Mr. C. E. Anton, Messrs. R. Shewan, H. W. Looker, S. H. Dodwell, and Sir Robert Ho Tung (Directors), with Messrs. O. Hughes, M. S. Northcote, C. E. Warren, G. C. Moxon, A. Shelton Hooper, and P. Tester, with Mr. W. E. Clarke (Secretary).

The Secretary having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen, the annual report and statement of accounts, with auditors' report attached, having been in your hands for the usual period, I will, with your permission, take them as read. The result of the year's working under review will, I hope, be considered satisfactory by the shareholders, and I trust that the appropriations recommended will meet with your approval. You will be pleased to know that all cases of litigation pending with the Sze Yap Steamship Co. in connection with collisions were settled amicably in the early part of the year without any financial loss to your Company. Our trade and passenger traffic returns were very poor in the beginning of the year, but about April, owing to the political troubles at Canton, our earnings from passenger traffic began to improve until August, when there was a slight set-back due to the cholera scare. This improvement affected all lines operated by your Company and was due to the general unrest throughout the Province of Kwangtung. Freight receipts during this period of unrest naturally declined and, for the whole year Canton exports, as in the two previous years, showed a big decrease compared with pre-war years. During the same periods, however, we obtained an increased share of native exports owing to the cessation of junk traffic. In June last your Directors profitably disposed of the wooden steamer *Hoi Sang*, as she had reached that age and condition requiring large outlay in repairs and renewals. On the 7th November last, the s.s. *Sui An*, after having completed repairs and general overhaul, departed for Macao to resume her usual run on the Macao-Canton Line, when, early on the following morning, a fire was discovered on board which spread with great rapidity and completely destroyed the superstructure. Fortunately, the Macao Government Fire Brigade was able to render such valuable aid as to save the vessel from total destruction. For this service the thanks and appreciation of this Company have been conveyed to the proper quarter. The Underwriters promptly settled our claims on a lump sum basis which enabled your Directors to enter into a contract for the reconstruction of this vessel's superstructure on more modern lines, the extra cost of which (estimated at about $50,000) will have to be considered in this year's working, and the completion of this work may be expected about the end of April. All the vessels have been put through their annual surveys and general overhauls, including special repairs and renewals to the steamer *Honam*. All are now in good working order for the current year. Turning to the balance sheet, you will notice loans on mortgage have been reduced by $95,000, as your Board did not deem it good policy to continue holding such mortgages any longer. This amount, together with other surplus funds, has been invested in first class local securities, also £5,000 in British Government 5 per cent. Exchequer Bonds and $37,500 (part of $50,000 now fully paid) in Hongkong Government 6 per cent. War Loan. This latter amount your Board decided to invest to meet the liability of the Company's Staff Provident Fund which amounted to $44,961.87 at the close of the year, and is included in sundry creditors. The depreciation in shares in Public Companies is accounted for by the rise in exchange, and, in consequence, large disposals on the local market by home investors. Certainly, the fall in values is not due to paucity of earnings on the part of the Companies we have investments in, and, therefore, I am inclined to think it is only a temporary drop. However, depreciation and appreciation works automatically by means of our Fluctuation Account, and therefore do not affect the Profit and Loss Account, which has fluctuated between $32,000 and $152,000 during the last ten years and will continue to do so with the rise and fall in share values. The amount paid for repairs to steamers, lighters and wharves is above the average of former years and is due to increased charges. The cost of special repairs to the steamer *Honam* had to be debited to Profit and Loss Account on account of the funds for this purpose being insufficient. The bonus recommended for the foreign staff generally is part of a promise made by your Board, when about the middle of the year they had to consider the question of increased emoluments to the floating staff. I feel sure the shareholders will sanction this bonus when they remember the extra work and risks taken during the troublous times in the neighbouring provinces. I am pleased to say that there has been a considerable reduction in the loss caused by the exchange of subsidiary coins during the last three months of the year. The figures $72,070.19 must, however, still be considered a heavy tax on our working. The tremendous increases in the cost of nearly all supplies, and more especially coal, have compelled your Board to take a conservative view with regard to the dividend, and I am sure this policy of caution will not fail to commend itself to you. Shareholders will readily recognize the soundness of conserving our resources when you consider the fact that, unlike coastwise and ocean shipping, tonnage in the river trade is far in excess of ordinary requirements. In reviewing the

(Continued at foot of next column.)

SPORT.

HOCKEY.

88TH COY. R.G.A. v. 83RD COY. R.G.A.

The 88th Coy. R.G.A. obtained some good goal-scoring practice for their important match with the Volunteer "A" team on Thursday, at the expense of the Company from Lyemun, at Happy Valley, yesterday. The match was in connection with the R.A. Hockey Cup, and before it had been long in progress there was little doubt as to which side would win. The 88th Company bagged five goals in each half, Desborough being responsible for four, Mancini for two, Smith for two, and Talfourd and Watson for one each. They were nearly all good goals, but the fifth, which was beautifully put in by Smith from a pass by Hammond, and a terrific shot by Mancini, which scored the seventh, deserve special mention. The 83rd Company were well watched by Vant and Dickenson and were seldom allowed to become dangerous, although they had rather hard lines when Captain Nevill put in a shot, which was turned off and just missed the post. On another occasion, Halls broke through and would have scored but Griffiths ran out and kicked away. Result:—88th Coy. R.G.A. 10; 83rd Coy. R.G.A. 0. Corpl. Jones R.E. was referee.

UNITED SERVICES LEAGUE.

A very interesting and hard-fought game should be witnessed at Happy Valley on Thursday afternoon, when the final for the Shield will be played between the Volunteer "A" Team and the 88th Coy. R.G.A. In order to retain their last year's laurels the Volunteers must win this match, as even a draw will give the Shield to the Gunners. The bully-off will be at 4.45 p.m. The Gunners will play in Colours and the Volunteers in khaki. The latter will be represented by:—E. W. Hamilton, F. W. S. Evans and C. B. Johnson (backs); E. J. R. Mitchell, K. Brayshay (Capt.), and F. A. Redmond (half-backs); R. A. Brand, R. O. Hutchison, A. D. Ball, F. R. Smyth and G. Miskin (forwards).

ASSOCIATION FOOTBALL.

TO-DAY'S MATCHES.

UNITED SERVICES LEAGUE.

H.K. Volunteers *v.* K.S.L.I.—Club Ground. Kick-off, 5 p.m. Referee, Mr. Wright.

Navy *v.* R.E.—Navy Ground. Kick-off, 4 p.m. Referee, Mr. Bowles.

2ND DIVISION.

88th Coy. R.G.A. *v.* Staff and Departments.—Navy Ground. Kick-off, 2.30 p.m. Referee, Mr. Wells.

figures for the past ten years it will be seen that during that period, in spite of strenuous competition and a fair share of serious "visitations" in the nature of typhoons, pestilence, floods, famine and ever recurring political disturbances, we have written down the value of steamers and properties over $410,000, added to Insurance and Depreciation Fund $90,000, carried to Special Repairs Fund $150,000, invested over $880,000 in new tonnage and $160,000 in new wharves, and distributed in dividends over a million and half dollars. I do not think there is anything else in the balance sheet that requires special mention, but should any shareholder desire to ask any further question, I will answer to the best of my ability, after the adoption of the report and statement of accounts has been proposed and seconded. I now beg to propose that the directors' report and statement of accounts for the year ended 31st December, 1916, be, and the same are, hereby adopted.

Mr. OWEN HUGHES, in seconding, said—I have much pleasure in seconding the adoption of the report and accounts. There is very little I can say in addition to the very interesting report just read to us by our Chairman. It is indeed a very interesting record of the Company. The results, I think, shareholders will consider eminently satisfactory in view of the great unrest in this part of the world during the past year, and the cutting off to such an extent of the export trade. No doubt there are some who might have expected a larger dividend, but I feel sure the larger number of shareholders will most cordially endorse and agree with the very wise conservative policy adopted by our directors. It is very gratifying indeed to find that you have invested some of our surplus funds in the Home and Hongkong Government stocks and war loans. It is not only sound, but also a patriotic act to do. With regard to the bonus to the members of our floating staff, I am sure I am voicing the feelings of the shareholders when I say we approve of this. I do not think the floating staff have at any time had a more strenuous time than during the past year. Thousands and thousands of passengers were carried up and down this river, and, I believe, without any accident or disaster of any kind. That reflects great credit upon them, and I think the Company is to be congratulated upon having such an efficient floating staff. The same, I am sure, may be said for the office staff. They have had a very critical time to go through, and the shareholders greatly appreciate their services.

The proposition was unanimously carried.

It was proposed by Mr. SHELTON HOOPER, and seconded by Mr. M. S. NORTHCOTE, that Sir Robert Ho Tung and Mr. S. H. Dodwell be re-elected as Directors, and this was unanimously carried.

The CHAIRMAN proposed the re-election of Messrs. Bernard Brown and A. B. Lowe as Auditors for the ensuing year at a remuneration of $400 each. This was seconded by Mr. G. C. MOXON and unanimously carried.

This was all the business, and the CHAIRMAN said—Gentlemen, Dividend warrants are now ready and may be had on application. I thank you for your attendance.

INTIMATIONS

LANE, CRAWFORD & Co.

(TELEPHONE 1741.



TRADE MARK REG U.S. PAT. OFF.

SOLE AGENTS FOR THE

"WALK-OVER" BOOTS

AND

SHOES

BLACK OR BROWN.

$10.00 $12.00 $13.50 PER PAIR.

IN ALL MEN'S SIZES 5 TO 10.

COMPARE OUR PRICES

THE LARGEST SELECTION AND BEST VALUE IN THE COLONY.

LANE, CRAWFORD & CO. 18

A.V.C. FINEST OLD LIQUEUR BRANDY.

GUARANTEED 30 YEARS OLD.

V. D. CLARETS. V. D. SAUTERNES.

V. D. BURGUNDIES.

Stocked by HONGKONG HOTEL.

Obtainable at LANE, CRAWFORD & Co.

A. & B. MACKAY'S LIQUEUR WHISKY.

THE ORIGINAL LIQUEUR WHISKY.

PRICE $24.00 PER CASE DUTY PAID.

Has a fine mild flavour and a refreshing clean taste.

Obtainable at all Local Stores.

and at LANE, CRAWFORD & Co. 194

Wm. Powell Ltd

TELEPHONE 348

THE

"REZNOR"

ANTISEPTIC dustless OIL-MOP

BRITISH-MADE

and better made than the foreign article.

DUSTS. CLEANS AND POLISHES

at the one operation.

Adjustable to any angle, this

CLEANING AND POLISHING MOP

IS THE BEST AND CHEAPEST

LABOUR-SAVING AND HOUSE CLEANING DEVICE YET INTRODUCED. 89

NEW ADVERTISEMENTS

WALTER FORD & CO.

THE Interest and Responsibility of WILLIAM WALTER EDWARDS in the Firm of WALTER FORD & Co., Commission Agents, 8, Queen's Road Central, Ceased on the 31st day of August, 1916, on which date he by mutual consent of all the Partners ceased to be a Partner.

Dated 14th day of February, 1917.

WILLIAM WALTER EDWARDS. [294

TO LET.

NO. 10, SEYMOUR TERRACE.

Apply to—
P. M. N. DA SILVA,
6, Des Vœux Road. [207

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of $1.25 per Share, declared at the Ordinary Meeting of Shareholders, held This Day, will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 13th February, 1917.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors,
W. E. CLARKE,
Secretary.

Hongkong, 13th February, 1917. 295

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

THE TWENTIETH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Buildings, No. 6, Connaught Road, on FRIDAY, the 23rd February, 1917, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1916, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 19th February, 1917, until FRIDAY, the 23rd February, 1917, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 12th February, 1917. [296

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel on SATURDAY, 17th February, 1917, at Noon, for the purpose of receiving a statement of Accounts of the Company to 31st December, 1916, with the report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from 10th to 17th February, 1917, both days inclusive.

By Order of the Board,
J. H. TAGGART,
Acting-Secretary.

Hongkong, 1st February, 1917. [265

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 24th day of February, 1917, at Noon, for the purpose of receiving the Report of the Court of Directors together with a statement of Accounts for the year ending the 31st December, 1916.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 12th February, to SATURDAY, the 24th February, 1917 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.

Hongkong, 6th February, 1917. [261

HUMPHREYS ESTATE & FINANCE CO., LTD.

SHAREHOLDERS ARE HEREBY NOTIFIED that the DIVIDEND on account of the year 1916 of FIFTY CENTS (50 Cents) per Share is now Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong, on Warrants to be obtained at the Company's Office, Alexandra Buildings, Des Vœux Road, Central, Hongkong.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 12th February, 1917. [279

LOST.

BETWEEN Glenealy and Conduit Road, a LADY'S SOLID GOLD CURB CHAIN BRACELET, with GOLD PADLOCK.

Finder will be suitably rewarded on returning same to—

"G.,"
Post Office Box 258. [287

DIOCESAN BOYS' SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be RESUMED on THURSDAY, 15th instant.

For Terms for Day Scholars and Boarders Apply to—

THE HEADMASTER.

Hongkong, 12th February, 1917. [286

DIOCESAN GIRLS' SCHOOL, KOWLOON.

THE DIOCESAN GIRLS' SCHOOL, Kowloon, will RE-OPEN on THURSDAY Morning, February 15th, at 9 o'clock.

Boarders return on February 14th. [281

HOUSES TO LET

TO LET—FURNISHED,
From May to end of October.

STRAWBERRY HILL, THE PEAK. Six Rooms, Garden and Tennis Court.

Apply to—
"H. W. L.,"
1, Des Vœux Road Central. [188

TO LET.

"HOLYROOD," Semi-detached, Six Rooms, Chatham Road, Kowloon; Closed Verandahs facing Lyemun Pass.

Apply—
RITCHIE,
DODWELL & CO., LTD. [161

TO LET.

NO. 46, ELGIN STREET, 6 Room House. From 1st April.

Apply to—
DR. M. E. ASGER,
New Post Office Building. [269

TO LET.

SIX-ROOMED HOUSE, "FAIRVIEW," 3, Robinson Road. Immediate possession.

Apply to—
DAVID SASSOON & Co., LTD. [243

TO LET.

2 NEW HOUSES now Building in Conduit Road. Ready for occupation on 1st February, 1917. For rent and other particulars apply to—

H. M. H. NEMAZEE,
1 Des Vœux Road. [108

TO LET.

NO. 42, ELGIN STREET.

Apply to—
PERCY SMITH, SETH & FLEMING. [102

TO LET—AT THE PEAK.

FURNISHED, 3, Stewart Terrace.

Apply—
H. E. POLLOCK,
Princes' Buildings. 97

TO LET.

FLATS in "EWO MESS," No. 8, THE PEAK.

Apply, Property Office,
JARDINE, MATHESON & Co., LTD. [90

TO LET

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.

Apply to—
CHINA FIRE INSURANCE Co., LTD. [72

TO LET.

GODOWN in Duddell Street. Light and Airy Offices overlooking Statue Square. Moderate rent.

For rent and other particulars apply to—
"H.,"
Care of "Daily Press" Office. [86

TO LET
From 1st —

OFFICES, 2nd Floor, St. George's Buildings.

Apply to—
SHEWAN, TOMES & Co.
69

TO LET.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

A FLAT in Humphreys Buildings, Kowloon.

TO LET OR FOR SALE.

KOWLOON MARINE LOT 48 with wharf area 58,000 sq. ft., suitable for Coal Storage or erection of Godowns.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings. [291

TO LET.

OFFICES at 2, Connaught Road Central.

OFFICES in King's and York Buildings.
HOUSES in Clifton Gardens, Conduit Road.
HOUSES in Broadwood and Moreton Terraces.
HOUSES on Shameen, Canton.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD. [28

TO LET.

NO. 3, CAMERON VILLAS, No. 63, THE PEAK, Furnished.
"EILANDONAN," No. 54, THE PEAK (Furnished).
No. 3, GOUGH HILL (No. 102, THE PEAK); Furnished, for 3 or 4 months from 1st June, 1917.
No. 25, SHELLEY STREET.
8-ROOMED HOUSE at "Mount Kellett. Furnished for 3 or 6 months.
No. 12, BEACONSFIELD ARCADE SHOP.
No. 3, CAMERON VILLAS, 63, PEAK.
KELLETT CREST, 66, PEAK.
No. 25, BELILIOS TERRACE, with entrance on Conduit Road.
TWO GODOWNS, in Duddell Street.
No. 2, DES VŒUX VILLAS, 51, PEAK (Unfurnished).
No. 56, THE PEAK (5 CAMERON VILLAS).

Apply to—LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings. 30

INTIMATION



WATSON'S

E

THE PREMIER SCOTCH OF THE FAR EAST FOR 25 YEARS.

POPULARITY MAINTAINED BY ITS EXCELLENT QUALITY NOT BY EXPENSIVE WORLD-WIDE ADVERTISING.

A. S. WATSON & CO., LTD.,

WINE AND SPIRIT MERCHANTS, HONGKONG.

TELEPHONE 61c. [12

BIRTHS.

MORRISON.—On 13th February, at "Lauriston," to Mr. and Mrs. K. S. MORRISON, a daughter. [293

RAWORTH.—At No. 11, The Peak, on February 13th, the wife of A. BASIL RAWORTH of a son (John Smith). [298

MARRIAGE.

MAZE—BULLMORE.—On the 12th instant, at St. John's Cathedral, Hongkong, by the Bishop of Victoria, assisted by the Rev. Copley Moyle, FREDERIC W. MAZE, Commissioner of Customs, Tientsin, to LAURA J. BULLMORE, youngest daughter of the late Edward A. Bullmore, formerly of "Oakwood" Station and Rockton House, Ipswich, Queensland. [292

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG 14TH FEBRUARY, 1917.

THE COST OF THE WAR.

A FIFTEENTH Vote of Credit for the purposes of the war was introduced into the House of Commons on Monday by Mr. BONAR LAW, Chancellor of the Exchequer, who placed the requirements of the country up to the end of next May at no less a sum than £550,000,000. This will bring the total of the Votes of Credit for the current financial year up to the formidable total of nearly two thousand millions sterling. It is, we suppose, inevitable, in the circumstances, that the daily expenditure on the Army, Navy and munitions should have risen by no less than a million sterling as compared with the first sixty-three days of the period under review. This increase is due to two factors—larger expenditure on munitions and foodstuffs. In so far as it is attributable to the provision of material with which to batter down Germany's resistance and facilitate the advance of our troops to victory it will be unanimously regarded as money well spent. In this connection it is reassuring to learn that the growth in the output of munitions is as continuous as ever. Even the smallest increase in the manufacture of any kind of shell brings the output up to twenty-eight times that recorded in the first year of the war. Nor will anyone begrudge the advances made to our gallant Allies and Dominions, which on the 31st of March will have reached a total of no less than £890,000,000. The Dominions are to be congratulated on still being able, in very great measure, to finance themselves. Their demands recently are reported to have been much less than the average for the twelve months.

When Mr. BONAR LAW asked for a Vote of Credit for £400,000,000 in the middle of last December he announced that Great Britain's total public expenditure, including the cost of the normal civil government of the country, since the war began was £3,862,000,000. "Colossal as this figure was," he said, "he did not think it was appalling." He pointed out how, in such a war as this, every sort of effort is put forth without reservation and without any idea of going on for an indefinite time, as Governments were able to contemplate doing in the struggles of a century ago. Obviously the capacity of even so wealthy a nation as Great Britain to continue to finance war upon this scale must be strictly limited in time. Mr. BONAR LAW, however, declared his conviction that "we can go on long enough to make sure that it will not be through financial causes if we fail to secure the victory." That assurance seems to encourage the hope that the duration of the war will not greatly exceed the estimate which Lord KITCHENER formed at the outset. There is already abundant evidence that Germany, no less than her confederates, is growing weary of the strife in which she plunged the world, and that the recent "peace overtures" were not dictated by those altruistic motives which their originators professed. The Central European Powers know that the Allies, now fully prepared, will be in a position to put forth their supreme effort in a few months' time when the weather conditions improve, and that a definite result cannot then be long delayed.

It is this which explains Germany's despairing effort to achieve by a policy of "frightfulness" at sea the success which has been denied the policy of "frightfulness" on land. That her evil designs will again be frustrated there is, happily, every reason to believe. The first week of unrestricted submarinism has only resulted in an increase of fifty per cent. in the rate at which tonnage was previously being destroyed, the daily total being 18,000 tons as against 12,000 tons. While this represents well over half-a-million tons a month, it is, apparently, only half what the Germans anticipated, and experts are sanguine that the rate of loss will be reduced as the counter-measures devised by the British Admiralty come into operation. This is welcome news, for our mercantile marine has been aptly described by Mr. LLOYD GEORGE as the nation's jugular vein. Upon it depend not only the imports of food and raw material to the United Kingdom and the exports of merchandise which are so necessary to our financial stability, but also the preservation of the lines of communication between the Allies. Indeed, it may justly be said that Britain's sea-power and Britain's credit constitute two of the main supports of the Alliance. Though both are being submitted to a very severe test there is no reason to doubt that they will prove equal to it.

CENSORSHIP DELAYS.

WE gladly acknowledge the improvements which have been introduced into the local Press censorship since the earlier days of the war, when the newspapers had frequent occasion to protest strongly against the arbitrary and capricious attitude adopted towards them by officials who were inexperienced in their duties and afflicted with very exaggerated views as to their importance. It still happens occasionally, however, that there is legitimate cause for complaint. A case in point is furnished by the delay which occurred in releasing for publication the news that China had identified herself with America in protesting against Germany's threat of unrestricted submarinism and announcing that, if the protest were disregarded, diplomatic relations would be severed. A cable from our Peking correspondent giving fully the contents of the Note, which was handed to the German Minister at 6 o'clock on Friday evening, reached us early on Saturday morning. Shortly afterwards we were asked to return it to the Censor, as it had been issued in error. It was sent back to us a little later with an intimation that it should not be published until we received further instructions in regard to it. There the matter rested until midday on Sunday, everybody having, apparently, forgotten all about it. We then communicated with the Press Censor's office, and, as there was no responsible person accessible, we gave a message to be copied down by the telephone attendant, pointing out that similar information had appeared the previous evening in one of the English newspapers. Some time later we received a reply from the Chief Censor suggesting that we should address ourselves on the subject to the Colonial Secretary, and adding that, in his opinion, the news ought not to be published until it was officially confirmed. The Colonial Secretary, in turn, advised that we should communicate with the Governor, and so finally, just before ten o'clock on Sunday night, we were at liberty to publish a perfectly accurate and innocuous piece of information which had been in our possession for thirty-six hours. Had we not been very persistent, the telegram would have been withheld until our issue of Tuesday morning, that is to say, twenty-four hours after the news had been cabled out by Reuter from England! The incident we regard as extremely discreditable to the Censorship, which, it should be remembered, carries with it responsibilities as well as privileges. The authorities, we venture to think, would find it extremely difficult to point to the clause in the Defence of the Realm Act which justifies their action in holding up the message at all. The censorship of foreign news was withdrawn in Great Britain some months ago, and there is no excuse for continuing to exercise it in this Colony. The information in this case was not of such a nature that, if subsequently found to be incorrect, it would have caused a deep fit of depression to settle down like a pall upon the local community, and, in such circumstances, the newspapers are the best custodians of their own honour.

The China Provident Loan and Mortgage Co.'s annual meeting is advertised to take place on the 23rd inst.

The Director of Education, Mr. E. Irving, will distribute the prizes at the Victoria British School on Friday next.

The last lecture on Ruskin will be delivered at the Helena May Institute on Friday next, the 16th inst., at 10.15 a.m.

During the week ending February 10th, 47 cases of small-pox were reported in the Colony (one British and the rest Chinese, one imported) of which 41 proved fatal.

There was a fatal Chinese case of plague in the Colony during the week ending February 10th. In the same period there were four Chinese cases of diphtheria, three proving fatal, and a non-fatal Chinese case of enteric fever.

The first edition of Mr. Moss' book "Britons *v.* Germans in China" has been completely sold out. As there is still a strong demand for copies for England and the Coast Ports, a second edition is being printed, and will be ready by the end of the week.

HON. MR. CLAUD SEVERN, C.M.G.

It was announced yesterday that His Majesty had been graciously pleased to confer the Companionship of the Most Distinguished Order of St. Michael and St. George upon the Hon. Mr. Claud Severn, Colonial Secretary of Hongkong.

The Hon. Mr. Claud Severn, C.M.G., who is an M.A. (Cantab.), Law, commenced his career as a Civil Servant a quarter of a century ago. He was first in the Librarian's Office at the Foreign Office, where he served from 1891 to 1892. He left for the Straits Settlements and the F.M.S. in 1894, where he served in various capacities, including those of Private Secretary to H.E. the Governor, Acting Federal Secretary, and Acting Secretary to the High Commissioner. He was appointed Colonial Secretary in Hongkong on January 28th, 1912. From March 16th to July 3rd, of that year, and from August 21st to December 24th, 1913, and again for a short term recently he was Officer Administering the Government.

MILITARY GOVERNOR OF KWANGSI.

VISIT TO HONGKONG.

CHINA AND GERMANY.

There was an interesting gathering at the Chinese Club, yesterday, when H.E. Chan Ping Kwan, the Military Governor of Kwangsi, who is on a visit to the Colony, was entertained to tiffin by the members of the Club. On Monday, the Military Governor, who arrived by the Chinese gunboat *Po Pik*, was the guest at tiffin of H.E. the Governor, Sir Henry May.

The Chinese Club was decorated for the occasion, and, during the repast, a string band discoursed selections. The Military Governor was welcomed by Mr. Un Kam Wah (President of the Club), and Mr. Wong Kwong Tin (Secretary), and among those also present were Messrs. Chau Sui Ki, Mok Cho Chuen, Chan Kan U, Kam Fook, H. K. Hung, Ip Wing Cho, Tsun Nin Chau, Lo Cho Shan, etc.

After the healths of King George, the President of China, and the guest had been heartily toasted,

Mr. Un Kam Wah made a short speech. He said that the reason why Hongkong capitalists did not go to Kwangtung and Kwangsi was because they did not get sufficient protection from the Chinese Government. It was up to the Government of China to give this protection. If the mines of Kwangtung and Kwangsi were developed on the right lines they would enrich both the mine owners and the capitalists in Hongkong. Industry enriched merchants, and when merchants became rich China would become powerful. China had done good service to the Governor General of Kwangsi, especially in the last rebellion, and it was their wish that he would transform Kwangsi into a model province which other provinces would copy as an example. If this were done generally, China would be a prosperous country. In conclusion, the President said he would like to see China join the Allies, and, by so doing, maintain friendly relations with Japan. (Applause.)

In the course of his reply, the Military Governor expressed the pleasure it gave him to be welcomed in the way he had been. It was, he said, much better than wealth to receive such a cordial welcome. He urged the Hongkong merchants to co-operate with the merchants in China, and proceeded to remark that if they wanted to do anything then money was necessary; without money nothing could be done. Many Chinese had gone abroad and had brought back new knowledge, hence the last rebellion. It was absurd to say that the North of China wished to be separated from the South; they wished to be as one and to help each other in general advancement. China was slow, there was no doubt of that, in general advancement, because she was short of knowledge and for many other reasons. But China would become perfect in time, and her sons would go abroad and bring back knowledge and broadened views. He would have liked to say much more, but he had not time to do so. All he would add was a wish that the Chinese merchants in that Colony would co-operate with their brothers in China, and so assist the general development of the Republic. (Applause.)

Mr. Wong Kwong Tin (Secretary of the Club) said that at this serious moment, when China had sent a Note to a great and oppressive nation, his advice was that China should join with the Allies. (Applause.) They should join with the Allies and keep out the Germans, and cripple the Germans in China for ever. By this means they would improve their opportunities for trading. The Germans were competing with every country, and it was up to China at this time to do something to improve her trade. If they co-operated with the British they would have a good and powerful Ally. (Applause.) The Secretary added that the Chinese interpretation of Germany was Tak Kwok, meaning virtuous, but he did not think that he need remind those present that Germany was by no means virtuous, because she had no humanity. They had only to remember the Boxer rebellion to emphasise that fact. At that time the Kaiser issued a proclamation, when there was some trouble in the North, to slaughter all the Chinese the German soldiers could lay hold of. That was not the act of a man who was the guardian of humanity. The speaker asked the General to do all he could to protect the Chinese and to encourage business between the Chinese abroad and the Chinese trader in China. (Applause.)

H.E. Chan Ping Kwan, known in the Mandarin dialect as Cheng Bin Kueen, recently came down from Kwangsi to Kwangtung with the object of trying to persuade General Luk to agree with the Civil Governor of that disturbed province, Chu Hing Lan. It was Chan Ping Kwan, also, who fought against the late Yuan Shi-kai when Kwangsi declared independence, and when General Luk left Kwangsi to fight against Lung at Canton, Chan Ping Kwan became Tutuh of Kwangsi.

The Military Governor left for Kwangsi last evening.

THE WAR.

GERMANY BECOMING ANXIOUS:
CONDITIONAL OFFER TO NEGOTIATE.

NEW PIRATICAL POLICY IN FULL SWING:
"COLD BLOODED SAVAGERY."

NEW BRITISH WAR CREDIT:
ADDITIONAL £550,000,000 VOTED.

Franco-Belgian Front.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

ARTILLERY WORK.

PARIS, February 13th.

A *communiqué* says:—There has been reciprocal artillery activity in the region of Begange, and the sectors of the Vosges.

BRITISH PROGRESS.

LONDON, February 13th.

Field Marshal Sir Douglas Haig reports:—We further progressed last night in the neighbourhood of Beaucourt and Puisieux Road. We occupied six hundred yards of trench without difficulty. A counter-attack southwards of Serre Hill was caught by an artillery barrage and machinegun fire and was easily repulsed. We entered the enemy's line at a number of places and blew up an ammunition dump south-east of Armentieres. We dispersed a raiding party north-east of Neaville St. Vaast.

EARLIER CABLES.

BRITISH FRONT.

GERMAN RETICENCE ON CAPTURE OF GRANDCOURT.

AMSTERDAM, February 12th.

The British capture of Grandcourt is still unmentioned in the German *communiqués*, but the papers are beginning to break the news.

The *Lokal Anzeiger* describes the evacuation of Grandcourt as a masterly retirement.

GERMAN REPORT.

LONDON, February 12th.

A German official wireless message says:—We repulsed English attacks to the east of Armentieres, and southward of the La Bassee Canal.

We repulsed six night attacks between Serre and the Ancre. Our assailants, wearing snow shirts, sustained heavy losses in a hand-to-hand fight.

We evacuated a trench south-east of Serre before an English attack.

FRENCH REPORT.

MINOR SUCCESSES.

LONDON, February 12th.

A French *communiqué* records minor successes, including two *coups des mains* in the Argonne sector, and Hill 304 respectively, in which prisoners were taken.

An enemy aeroplane was brought down.

French air squadrons bombed railway stations at St. Enay, Dun-sur-Meuse and Athies.

GERMANS AND THE YSER.

LATEST KAISERISM.

LONDON, February 12th.

It is reported that the Kaiser, in an Order, said:—"My armies have crossed all the rivers they have met up till now, and I now ask them to cross the Yser."

THE BRITISH ADVANCE.

A HINT FROM PARIS.

PARIS, February 12th.

The newspapers are paying great attention to the British advance, characterising it as of real importance. They suggest that the British should definitely ascertain whether the German retirement is wholly forced, or represents some new tactical device.

EFFECTIVE BRITISH ARTILLERY.

TESTIMONY OF GERMAN COMPANY COMMANDER.

LONDON, February 12th.

Reuter's correspondent at Headquarters says:—The effects of the incessant British bombardment are indicated in the captured report of a Company Commander of the 31st German Infantry to Battalion Headquarters, dated February 4th. The report says:—"Our trenches are blotted out and our dug-outs cannot be used. Shell after shell bursts right on top of them. British airmen, flying very low, direct the fire. Our Artillery fired very little. The German airmen only appeared in the evening and failed to disturb the British. The latter appear to be using a new type of gun, the shell from which bursts like a mine, and the area of destruction is large."

Africa.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

GERMAN SOUTH-WEST AFRICA.

TURBULENT NATIVES ROUTED.

CAPE TOWN, February 13th.

It is officially announced that a small Union expedition routed the followers of the turbulent native chief, Maudume, at Ovamboland, German South-West Africa, on the 6th inst., killing 40, including Mandume. Nine of the Union force was killed and eleven injured. No further trouble is anticipated.

Naval Activities.

LATEST CABLES.

SINKINGS.

LONDON, February 13th.

The following sinkings are announced:—*Havgard* (Norwegian), *Vasilissaolga* (Greek), and several British small craft.

It is stated that the *Japanese Prince*, which was torpedoed with warning, carried thirty American cattlemen who were landed with the crew.

EARLIER CABLES.

"V.69" RETURNS.

AMSTERDAM, February 12th.

A Berlin official message is to the effect that the *V 69*, from Ymuiden, has arrived at a German base.

Aerial Activities.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

AUSTRIAN AERIAL ACTIVITY.

ROME, February 12th.

Three enemy aeroplanes attempted a raid on Valona. Two were felled in an air fight and the crews were captured.

Italian Front.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

SUCCESSFUL ITALIAN OPERATIONS.

LINE RE-ESTABLISHED NEAR GORIZIA.

LONDON, February 12th.

An Italian wireless official message states:—We reached Tarvis station and repulsed an enemy attack in the Vodel zone after violent hand-to-hand fighting. The survivors were captured.

We re-established our lines to the east of Gorizia, and completely repulsed the enemy, inflicting serious losses and taking a hundred prisoners.

Russian Front.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

RUSSIAN FRONT.

FIGHTING IN A SNOWSTORM.

LONDON, February 12th.

A Russian wireless official message says:—The enemy, under cover of a snowstorm, attacked to the north of Kiselin and penetrated trenches, but was driven out.

The enemy, who crossed the ice on the Dniester, pressed back our field posts. We counter-attacked, regaining our former positions.

GERMAN REPORT.

LONDON, February 12th.

A German official wireless message says:—We advanced at Duena and Kiselin.

General.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

RECEIVED BY KING.

LONDON, February 13th.

The King received Mr. O. T. Barrow upon his appointment to the Council of India.

THE WAR LOAN.

WHAT IT MEANS.

LONDON, February 13th.

At a war loans meeting at Greenwich, Mr. Shirley Ben, M.P., read a message from Admiral Bacon, in which he said:—"If you will try as hard to do your duty ashore by raising a loan, as we are doing at sea by sinking submarines and frustrating other evil devices, you will make the loan such a success that it will be a knock-out blow the enemy."

AMERICAN SOLICITUDE.

LONDON, February 13th.

Mr. Balfour, has sent a letter to Mr. Page, the American Ambassador, warmly thanking America for her solicitude for British subjects in Germany, especially war prisoners.

INTERNED PRISONERS.

LONDON, February 13th.

The Dutch Minister from Bukharest is taking up the interests of interned prisoners.

AMERICANS IN BERLIN.

LONDON, February 13th.

Seven hundred Americans are remaining in Berlin.

BRITISH PRISONERS IN TURKEY.

CONDITION GENERALLY DEPLORABLE.

LONDON, February 13th.

In the House of Commons Mr. Hope stated that the Government had made the strongest possible representations to Turkey with the view of obtaining permission for representatives of the United States to visit the British prisoners of war. Their efforts had hitherto been unsuccessful, but would be continued.

The Government had been informed from various sources that the condition of the officers was tolerable, and that of the other ranks generally deplorable.

GERMANY GETTING ALARMED

OFFER TO NEGOTIATE TURNED DOWN.

WASHINGTON, February 13th.

It has been confirmed that Germany offered, on the 11th instant, to negotiate with the United States regarding submarine activities provided "the commercial blockade against England was not interfered with."

Mr. Lansing replied that the United States will gladly discuss the subject, provided Germany withdrew her Proclamation of the 31st January; but cannot discuss the submarining of neutrals until Germany renews her assurances given after the torpedoing of the Sussex.

EXCHANGE OF PRISONERS.

GERMANY'S INSULTING SUGGESTION.

LONDON, February 13th.

The Press Bureau reports that the Foreign Office states that, in pursuance of the arrangement for the exchange of British and German incapacitated prisoners of war by means of a British Hospital ship to and from Holland, preparations were made to carry out the exchange on the 7th inst. Germany telegraphed through the American Embassy, prior to America's severance of diplomatic relations, that the departure of a hospital ship with severely wounded Germans was no longer considered safe, and suggested the transportation of wounded to and from England by Dutch paddle steamers, which would be guaranteed a German safe-conduct. The transport of severely wounded English prisoners would be suspended until Britain's reply was received. Future repatriations, including those of German and English civil prisoners, would thereafter be effected in the same manner.

The Foreign Office adds:—"Comment on such communications seems superfluous."

EARLIER CABLES.

AMERICAN DEVELOPMENTS.

CONDITIONS IN GERMANY BAD.

BERNE, February 13th.

Mr. Gerard's party state that the conditions in Germany are bad, but they are not starving, the population being buoyed up with hopes of submarinism. They are also resolved to fight to the most bitter end.

A MOVE TO GAIN TIME.

WASHINGTON, February 12th.

Mr. Bryan is credited with the authorship of the message to the *Koelnische Zeitung* mentioned on the 6th instant, after conferring with Count Bernstorff.

Germany's reported suggestion of discussions to prevent war is regarded as an attempt to mobilise American pacifism and to gain time.

MR. GERARD'S JOURNEY.

LONDON, February 12th.

A telegram from Madrid says that accommodation is being prepared for Mr. Gerard in Barcelona, where he will embark for New York.

DEAD HERO HONOURED.

LONDON, February 12th.

The Press Bureau announces that the Victoria Cross has been awarded to Sergeant Thomas Mottershead, of the Flying Corps. He was attacked at an altitude of 9,000 feet, the tank of his machine being pierced and his aeroplane enveloped in flames. Though suffering extreme torture from burns, he showed conspicuous bravery, presence of mind and skill in selecting a landing-place, and brought back his machine to the lines, his wonderful endurance and fortitude saving the observer's life. Sergeant Mottershead subsequently succumbed to his injuries.

PRICE OF THE "TIMES."

REVIVAL OF AN OLD FASHIONED SYSTEM.

LONDON, February 12th.

The *Times* has increased its price to twopence, and has decided to revive the old-fashioned system of circulation, namely, one copy to several houses. If this is found insufficient to restrict the sale, there will be an increase in price to threepence, or even to sevenpence, in order to reduce the output of white paper.

NEW YEAR HONOURS.

LONDON, February 14th.

The new Government's New Year Honours are published. They include one Canadian Peer; numerous Colonial distinctions; seven Baronets, including two prominent munitions officers; and twenty-eight Knights, including nine civilians connected with defence and munitions.

Sir Charles Wakefield has been made a Baronet.

GERMANY'S PIRATICAL POLICY.

"COLD BLOODED SAVAGERY."

LONDON, February 12th.

Nine sinkings were reported yesterday, seven British and two Norwegian. The narratives of the survivors agree as to the cold-blooded savagery of the pirates.

One of the most terrible tales of suffering is told by a member of the crew of the *Vedamore*, a native of the Philippines. He was picked up seventy miles west of the Irish Coast, alone and naked, and frozen stiff in the bottom of a boat. He says that after the *Vedamore* was sunk he swam for five hours in an icy sea. He reached a water-logged lifeboat, in which he drifted in a bitter gale. He baled out water till he lost consciousness, and was awakened by the attacks of flocks of seabirds. He found himself frozen. He spent nineteen hours like that, praying for death to end his sufferings.

The Belfast steamer *Sallach* was shelled without warning. An engineer was killed as he was coming up on deck. The crew spent nine hours in a boat after the sinking before they were rescued.

A telegram from Stockholm says that the Swedish steamer *Edda* was shelled without warning, the firing continuing though the captain hove to. The pirates systematically pillaged the ship, preventing the crew from taking their belongings, and threatening them with revolvers. The *Edda* was sunk by bombs, and the crew were turned adrift in a boat, the pirates shouting "Go to Hell!"

ENGINEER'S TERRIBLE EXPERIENCE.

PARIS, February 12th.

The Chief Engineer, the sole survivor of the torpedoed Danish steamer *Larskruse*, carrying maize for the relief of Belgians, has arrived. He says he was sleeping at the time of the explosion. The ship sank in three minutes, and there was no time for the boats to clear the ship. "My boat was overturned, the men clinging to it in the bitter cold. There was a heavy swell and the men dropped off singly. The third engineer was the last to go. He had held out six hours, and then went mad. It was then six o'clock in the morning. I held on till two in the afternoon, when a German submarine came up and rescued me. I was on the submarine for two hours and was then placed in a life-boat containing the crew of another torpedoed steamer. The commander of the submarine promised to tow the lifeboat ashore, but left her adrift. Eventually we were rescued by a French torpedo destroyer."

GERMAN CALCULATIONS OF VICTORY.

LONDON, February 12th.

The Berlin correspondent of the Associated Press has reached Copenhagen. He believes that war with America is unavoidable. Germany, he says, has instructed commanders of submarines not to sink neutrals, especially American vessels without warning, whenever possible, but cases must arise where an American vessel is sunk or there are Americans on board neutral ships involved in a catastrophe. Germany does not intend to depart from her submarine policy lately proclaimed. German experts believe that if they can sink a million of British tonnage per month, besides deterring three millions of neutral tonnage, they will force Britain to consider peace. This will have to be achieved by two-thirds of the submarines, one-third always voyaging backwards and forwards or being under repair.

BRITISH CORN IMPORTS.

LONDON, February 12th.

In view of the so-called submarine blockade, the Board of Trade figures of the imports of foreign and colonial corn into the United Kingdom for the past week are particularly interesting namely:—wheat 2,766,200 cwts. and maize 1,069,300 cwts., as compared with 1,111,800 and 495,800 cwts. respectively for the same week last year.

NEW BRITISH VOTES OF CREDIT.

OTHER £550,000,000 SANCTIONED.

LONDON, February 12th.

In the House of Commons, in introducing Votes of Credit totalling £550,000,000 to cover war expenditure to May 31st, Mr. Bonar Law said the total Votes of Credit during the current financial year would be £1,950,000,000. The expenditure on the Army and Navy and on munitions had increased by a million daily, compared with the first sixty-three days of the financial year, owing to increased expenditure on munitions and food.

Continuing, Mr. Bonar said the demands of the Dominions had recently been much less than the average for the year, and the Dominions were still able to finance themselves very largely. The increase in munitions was as continuous as ever. The smallest increase in any kind of shell, compared with the first year of the war, was twenty-eight times —(Cheers).

Mr. Bonar Law said he estimated that advances to the Allies and the Dominions to March 31st would total £890,000,000. He was most confident of the future. He did not know whether the new War Loan would be a success, but the applications would certainly be more numerous, and he believed the amount applied for would be greater than ever before.

Referring to Salonika, Mr. Bonar Law stated that the Anglo-French Commanders believed that in the event of a Germano-Bulgar offensive, the danger from an attack in the rear was nothing like what it was a few weeks ago, thanks to the measures decided at the Rome Conference. The latter was most fruitful. As an instance, it arranged for supplies being sent to Salonika, and also that large quantities of coal for Italy should be sent overland, thus saving shipping and avoiding submarines.

LATER.

The Vote of Credit was unanimously passed.

PROTEST BY BRAZIL.

LONDON, February 12th.

Brazil, in replying to the German submarine Note, has declined to accept the blockade as effective and regular. She therefore protests and declares that she will hold Germany responsible if Brazil's interests are affected.

A WARNING TO MASTERS AND SHIPPING COMPANIES.

STEAMER'S MASTER CAUTIONED AND COMPANY FINED.

A prosecution which contains a warning to masters and Shipping Companies came before Mr. Melbourne, at the Magistracy, yesterday afternoon.

The prosecution was at the instance of Mr. E. D. C. Wolfe, Postmaster General, who appeared, on behalf of the G. P. O.

There were two summonses, one against Capt. Baylis, master of the s.s. *Liensching*, who was charged with refusing to receive on board his vessel the mail for Saigon; and the other against the manager of the Man Chuen Steamship Company, who, as representing his Company, was charged with failing to notify the P. M. G. that the sailing time of the *Liensching* had been postponed.

The charge against the Steamship Company was taken first.

The Company's assistant manager deposed that the departure of the s.s. *Liensching* had been delayed because of some trouble with the steamer's water tanks, and that as soon as the Company heard of this they notified the G. P. O. that the vessel would not leave on schedule time.

The officer in charge of the G. P. O. launch then testified that he had taken 22 bags of mail out to the s.s. *Liensching*, and the Captain had informed him that the ship was not leaving on time and refused to receive the mail on board.

Replying to the officer's testimony Captain Baylis denied having refused to receive the mail, and said that he had merely explained to the launch officer that there was no place on board where the mail could be stowed.

Mr. Wolfe then stated that it was provided that every shipping company was bound to give the earliest possible notice to the G. P. O. of any change in the sailing time of any of their ships. "I do not wish to press the charge against the ship's captain," continued Mr. Wolfe, "but I feel that he should be given to understand that a little more courtesy to the G. P. O. officials would avoid considerable trouble. The Steamship Company, however, were grossly negligent in failing to comply with the Ordinance."

His Worship cautioned the Captain and imposed a fine of $50 upon the Steamship Company.

CUTLER PALMER & CO'S
NAPIER JOHNSTONE'S



Known as the
"OLD SQUARE"
WHISKY.
ESTABLISHED
1745.
SOLE AGENTS IN HONGKONG AND SOUTH CHINA:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [32

APIOLINE
(CHAPOTEAUT)



LADIES' SAFE REMEDY
For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to Tansey, steel Drops and Penny royal.
CHAPOTEAUT, 8, rue Vivienne, Paris.
Sold by all Chemists. 42-3

THE NEW FRENCH REMEDY
THERAPION No. 1
CURES DISCHARGES, EITHER SEX, WITHOUT INJECTIONS
THERAPION No. 2
CURES BLOOD POISON, BAD LEGS, SKIN ERUPTIONS
THERAPION No. 3
CURES CHRONIC WEAKNESSES, DRAINS, LOST VIGOR, &c
SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, 2/9
SEND STAMP ADDRESS FOR PAMPHLET POST FREE
BOOK TO DR. LECLERC MED. CO. HAVERSTOCK RD. HAMPSTEAD, LONDON.
A CURE FOR YOU
THE NEW DRAGEE (TASTELESS) FORM OF
THERAPION EASY TO TAKE SAFE AND LASTING CURE
SEE THAT TRADE MARKED WORD 'THERAPION' IS ON BOTTLE. STAMP AFFIXED TO ALL GENUINE PACKETS.
BEWARE OF THE MANY WORTHLESS IMITATIONS.

FORTHCOMING EVENTS.

TO-DAY

12.15 p.m.—Ladies' Recreation Club, Annual General Meeting at the City Hall.

Saturday, 17th Feb.:—
Noon—Hongkong Hotel Co., Ltd., Meeting of Shareholders.

Monday, 19th Feb.:—
12.30 p.m.—Guedes & Co., Ltd., General Meeting at the Office of Messrs. Lowe, Bingham & Matthews.

Thursday, 22nd Feb.:—
Noon—Hongkong and Kowloon Wharf and Godown Co., Ltd., Meeting of Shareholders at the Offices of Messrs. Jardine, Matheson & Co., Ltd.

Friday, 23rd Feb.:—
11.30 a.m.—China Provident Loan and Mortgage Co., Ltd., Meeting of Shareholders.

Saturday, 24th Feb.:—
Noon—Hongkong and Shanghai Banking Corporation, meeting of Shareholders at the City Hall.

Monday, 26th Feb.:—
Hongkong Races—1st Day.

Tuesday, 27th Feb.:—
Hongkong Races—2nd Day.

Wednesday, 28th Feb.:—
Hongkong Races—3rd Day.

Saturday, 3rd March:—
Hongkong Races—Off Day.

Thurs. and Fri., 8th and 9th March.:—
Flower and Vegetable Show in the Botanical Gardens.

Saturday, 10th March:—
12.30 p.m.—Hongkong and South China Steam Fisheries Co., Ltd., General Meeting at the Office of the Liquidators, New Government Building.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr R. L. Atkinson
Mr H. Murray Bain
Mr J. H. Baring
Mr W. L. L. Barker
Mr R. M. Bartlett
Mr & Mrs J. Bastow
Mr H. A. Baxter and child
Mrs E. R. Bellilios
Mr & Mrs Chas. Beswick
Mr F. D. Bisseker
Mr R. J. Birbeck
Mr R. H. Beavan
Mr R. E. Bellilios
Mr S. T. Bitting
Capt H. Branch
Mr J. A. Bradshaw
Mr & Mrs R. S. Caldwell
Mr D. E. Coppleman
Miss Clarke
Mr W. E. Clarke
Mrs Colehy
Mr H. A. B. Conan
Mr G. L. Courtney
Mr J. C. Courtney
Mr F. W. Cox
Mr N. Croucher
Mrs J. M. Curtice
Miss M. I. Curtice
Mr F. E. Davis
Mr W. B. Davenport
Capt J. Dewar
Mr & Mrs D. C. Dick
Mr W. A. Dowley
Miss M. E. Duffy
Mr M. Durard
Mr J. G. Drought
Mr & Mrs A. W. Eastman
Mr & Mrs C. K. Edmond
Mr & Mrs H. Edell and child
Mr V. L. Fairlee
Mr T. L. Ferreira
Capt E. Fingalson
Mr W. H. Ford
Mr H. Foster
Mr & Mrs Stuart Fuller
Mr Duncan Fuller
Mr P. Gallagner
Mr Glaser
Mr A. G. Gordon
Mr V. Goodbourn
Mr P. J. Gray
Mr W. F. Guthrie
Mr R. Haddon
Capt T. P. Hall
Mr & Mrs W. A. Hannibal
Mr A. Hanson
Mr C. F. L. Harrison
Mr & Mrs R. D. Harvey
Mr S. L. Harrobin
Mr & Mrs H. E. Hayward
Mr T. Herlihy
Mr A. Hicks
Mr J. N. Higgins
Mr W. A. Hind
Mr H. E. Hollands
Mr A. Shelton Hooper
Mr W. J. Hodge
Mrs A. E. Hodgins
Mr L. E. S. Hodge
Mr & Mrs T. C. Holdt
Mr L. Hope
Capt G. Hooker
Dr & Mrs Howard
Mr & Mrs A. B. Hykes and children
Mr S. L. Horrobin
Mr R. Huddon
Mr E. M. Joseph
Mr F. H. Kales
Mr N. B. Karangin
Mr C. King
Mr & Mrs G. H. Kins
Mr & Mrs P. L. Knight
Dr A. T. Knoderer
Capt H. E. Laver
Mrs L. M. Leatherbarrow
Mr & Mrs J. J. Leiria
Mrs W. H. Lewis
Mr & Mrs Colbourne Little
Mr S. Longfield
Mr A. H. Lunnings
Maj. D. MacDonald
Mr F. B. Marshall
Mr H. E. Maslin
Dr & Mrs O. Marriott
Mr & Mrs F. W. Maze
Mr & Mrs McInnes
Mr L. D. McNicoll
Mr G. Mellis
Mr J. Mereski
Mrs G. A. Morse and 2 children
Dr C. P. Morgan
Mr J. G. Morrow
Mr A. S. Murch
Mr J. S. Nicolson
Mr & Mrs T. Payne
Mr & Mrs Parson and son
Mr W. H. Pitkin
Mr R. J. Pottinger
Mr & Mrs H. K. Raymenton
Mr C. H. Ray
Mr C. B. Rayner
Miss F. A. Reay
Mr J. F. van Ress
Miss A. Rivan
Mr D. Ritchie
Mr & Mrs R. Robinson
Mr G. J. Robinson
Mr R. Rouse
Mrs E. P. Schuly
Mr Chr. Scott
Mr J. H. Scott
Mr H. Scott
Mr & Mrs Sennet
Dr J. C. Shively
Mr & Mrs H. Skott
Mr H. F. Simpkin
Mrs M. Slade
Capt H. Spear
Mr H. E. Solbe
Mr V. Sorby
Miss A. Square
Mrs Stackhouse
Mr J. W. Stackhouse
Mr A. Swarey
Mr F. G. Thompson
Mr A. C. Thomas
Mr A. L. Todt
Capt H. Trowbridge
Mr M. H. Varn
Mrs H. A. Walker
Mr C. Wallace
Mrs J. G. Ward
Mr E. J. T. Warren
Mr C. D. Warry
Mr S. T. Williamson
Mr C. M. Williams
Mr G. G. Wood

KING EDWARD HOTEL.

Mrs Russell Almond
Mr J. R. Flynn Anderson
Mr G. Bannerman
Mr R. H. Beavan
Mr W. Budge
Miss M. E. Bullen
Mrs Chadbourne
Mrs C. W. Chang
Mr & Mrs T. S. Cheng
Mr G. E. Costello
Mr & Mrs Dick
Mr & Mrs Earle and child
Mr James W. Faulkner
Mr K. M. Fetterly
Mr & Mrs Finlayson
Mr Chester Fritz
Mr T. N. Gregory
Mr & Mrs Hammes and children
Mr R. J. Haddon
Mrs P. M. Harvey
Mr Lu Inokuiy
Mr & Mrs W. Jackson
Mr B. James
Mr R. James
Mr J. Joseph
Mr K. Kunigaki
Mr A. D. Macdonald
Mr G. Matheson
Mrs McGee
Mr W. Morley
Miss E. Motte
Mr D. Muchall
Mr & Mrs Nathan
Miss Oliverona
Mrs W. [illegible]more
Capt M. Picknell
Dr & Mrs Plimpton
Mrs Richardson
Mr & Mrs [illegible] E. Richardson
Mrs Sanyo
Mr Y. Sauer
Mr J. Slie
Mr E. M. Sleigh
Mrs Stewart and children
Mr G. B. Strang
Capt & Mrs Swain
Mr & Mrs Underwood
Mr H. C. Weekes
Mr J. Wilkie

PEAK HOTEL.

Mr D. K. Blair
Mr F. L. Campbell
Mr & Mrs H. F. Carmichael
Mr & Mrs F. W. Cary
Mr & Mrs C. D. Casalli
Mr & Mrs G. C. Clarke
Miss H. I. Cottey
Col. R. E. Darling
Mrs Donvale
Mr & Mrs Duinker
Mr R. S. Entwistle
Mr & Mrs H. A. Hale
Mr A. H. Hollingsworth
Mrs C. J. R. Johns
Mr Lee Jones
Mrs Martin
Mr & Mrs Neil MacIntyre
Mrs C. Mulder
Mr V. L. Perkins
Mr & Mrs E. Ralph
Mr & Mrs W. E. Roberts
Mr C. Skott
Mr & Mrs V. Findley Smith
Mr & Mrs A. Findlay Smith
Mrs Syme Thomson
Mrs Walsh
Mrs Kingsley Ward
Mr Wetton
Mr & Mrs David Wood
Mr & Mrs G. Wayte Wood

'14 AND '16.

A STRIKING COMPARISON.

[BY BOYD CABLE.]

It is just two years since on the Western front the war settled down into a state of siege. In the end of 1914 siege warfare began; at the end of this 1916 siege warfare still continues. One might say there is then no difference, but for us, for the British Army, there is a difference, and one enormously great difference. In a sentence it is this—in '14 we were being besieged; in '16 the Germans were being besieged. In 1914 we were fighting for time—time to raise and equip an army, time to organise our munition manufacturers, time to prepare for a contingency for which we had never prepared, namely, a European war on the grand scale. Then, to adopt Mr. Lloyd George's sporting simile, we were sparring for wind; now we have got it, and we are going in for the knockout.

These two years already seem like an age. To the countries of the world they have been (according to how their peoples were affected) years of horror and agony and of heroic suffering, or of doubts and fears, or of more aloof spectacular interest, or of enhanced war profits in commerce and industry. But the two years to those men of the British Army who were in France in the winter of '14-'15 have been, I think, mainly an age of waiting—two years that we have waited for the day when the British Empire could play a worthy part in this world war, when we could feel we were leaving no man and no nation to fight our battles for us, when we could stoutly give back good blow for blow, instead of tamely taking punishment.

OUR THIN DEFENCE LINE.

Only those who were at the front in that first winter can realise the difference between then and now. The truth was never fully known, or rather never fully understood at home. It has been told often enough how terrible were the discomforts of wet and cold, how our men suffered under shell-fire and were worn out by fighting, but all these things were more or less accepted as an inevitable part of war.

And so in part they were accepted by the fighting men themselves, who also knew the handicaps under which they fought. In those days a battalion might hold a water-logged front-line trench for five or ten or fifteen days without a break, live under conditions that it is amazing to think left life in their bodies. Then the line was held under a constant threat of ejectment, of an irresistible torrent of shell-fire, an attack by overwhelming masses of men. We were ill-equipped, one might almost say not equipped at all, for a winter of warfare in trenches. There were no systems of pumps to throw out the water that the Flanders plains held soaked like a full sponge. Men stood ankle-deep or knee-deep in mud and water days and nights on end. There were no trench waders, until the winter was well over; there were no hot baths and changes of clean clothing for the men to come back to after a day or two in the front line. These provisions could not be made in a day or a month, and for all we know the Germans were just as badly off in such respects.

But where we knew, to our sorrow, they were not so badly off was in their arming and munitioning. As late as January and February, 15, we were trying, for instance, to improve trench-mortars—"drain-pipes," mere cylinders of cast-iron, with one end closed and a "touch-hole" like a child's toy cannon. The bombs were made out of empty 1lb. jam tins filled with explosives. And every time one of these mortars came into action it promptly drew the fire of German mortars and miner-werfers throwing with horrible accuracy for hundreds of yards (where ours threw tens) bombs weighing anything up to 50lb or 100lb.

BRITISH SUPERIORITY.

Now we have changed all this. Our trench-mortars are scientific weapons, out-shooting, out-ranging, out-weighing, and out-numbering those of the Germans. I do not know the German allotment per battalion of machine-guns now, and I must not tell ours, but the Germans know what some of their counter-attacks on the Somme have cost, and whether we are well or ill provided with machine-guns. And in '14 the saving of men was a much more vital matter to us than to them. In the end of the year the "Terriers" were coming out, but in the bulk the line was held by the remnants of the First Expeditionary Force. A trained soldier lost to us was lost irreplaceably for many months; to the Germans it meant merely that another man was drafted up at once from the trained reserve. Then we had barely men enough to hold our front lines, had not enough, in fact, because we only held them by keeping men in the trenches for cruelly long periods, and could "rest" them by keeping them close enough up to be rushed in to meet an attack—close enough, that is, to be under the unbroken strain and wastage of long-range shell-fire.

Now (although again I may not give figures) the men in our Army Service Corps alone outnumber the total strength of the Expeditionary Force in France then, our Royal Engineers would make another B.E.F. of those days, our Royal Artillery still another. Now it is the British Army that has the huge reserves of man-power behind it, the Germans who are feeling the pinch of shortage. In those '14 days if one of our battalions had a severe mauling in one action, lost 50 or 60 per cent. of its strength, it just had to carry on with what was left, go into action again at once with battalions reduced to the strength of companies, companies cut down to platoons. Two years ago the Ypres battle was being fought. There the Germans, as we know now, brought up one set of divisions, hurled them against the defence, withdraw them after one or two days' fighting, replaced them with entirely fresh and rested divisions, withdrew those in their turn after a brief but fierce spell in the attack, replaced them again with more fresh men.

MEN AND GUNS.

To meet this constant succession of desperate attacks we had only the one lot of men, and had to use them over and over again, until in some cases they were simply wiped out of existence. Now on the Somme, although the German defence is not so hard pressed or the men so hard driven as were ours at Ypres—when they are reduced to that the war will be over it is they who have to use tired and battle-worn units, who are reduced to the expedient of provisions by taking a battalion here, some companies there, from other divisions and brigades. We can afford to pull out a division after the one hard fight and give it as long a rest as it requires to recuperate and refit. Now our ambulance trains running down to the sea pass trainloads of drafts coming up to bring the regiments at once to full fighting strength.

And what applies to men applies equally to material. In '14 the loss of a few guns was a serious matter to us, simply because new guns to replace them were not available. Now we could almost as easily find a thousand new guns as we could find then a thousand rifles. Then we had to stand up to a mass of German artillery of all calibres up to their famous 17in. with nothing but a field artillery far outnumbered by their field pieces alone and a few 60-pounders and a few howitzers up to 9.2in. The weight of metal opposed to us two years ago in Flanders was something like five times as great as ours. Now the balance is on our side. We have more guns and heavier guns than they can bring to meet us. And we also have the undoubted advantage in what is of equal if not greater importance—shells.

In nothing, perhaps, are the changed conditions more noticeable than in the comparative weight of shells used then and now. Our guns then lived absolutely hand to mouth; every round had to be regarded as a miser regards gold. Our infantry had to "stick it" as best they could in their shattered trenches, while a torrent of shrapnel and high explosive, big shell and little, poured and pounded down on them day and night, while our own gunners doled out their shells with an apprehensive eye on their emptying ammunition wagons. You can hear tale, to-day from the old batteries of '14 days, of the ammunition supply columns being swept clear of their last shell, and of the supply parks behind them having not a round left to give them to send up to the guns; you can hear of guns being put on a daily allowance (and this was later than '14, and indeed well into '15), not to exceed three rounds per gun per day. In those days battery commanders begged and prayed for a limberful of shells, sought by devious ways and deepest cunning to scheme out ways of making up a few extra rounds, but were held rigidly down to their allowance. Even in the "pushes" of Neuve Chapelle and Festubert, and as late as Loos, the rate of gun-fire and the expenditure of shells allowed was carefully laid down and might not be exceeded.

SERVING THE SHELLS.

But now shells are used with a prodigality beyond belief. Practically the only limit now is the speed with which the ammunition can be brought up to the guns. To speed up this supply, horse teams, motors, and light railways are kept going night and day. All over the country behind the fighting zones are huge "dumps," or stacks of shells. The rails or the motor lorries stream in constantly with full loads, and the boxes are piled in huge stacks that are in unceasing process of melting away and being rebuilt. There are millions of shells in these "dumps," and yet as fast as they come just as fast do they go pushing up to the guns. Only those who have seen these "dumps" at work could form an idea of the number of shells that pass through them.

When a train steams heavily in, or a long string of motor-lorries rumbles up, busy gangs of men fall upon them, and the boxes are haled off, piled rapidly in stacks, conveniently accessible to the vehicles that will pick them up and rush them into the gun lines. No need nowadays for a battery commander to fume and fret over the idleness of his guns. He can shoot to his heart's content, can keep firing day and night—and, what is more, does so often enough, working his officers and men in regular shifts. No need for him to bemoan a good target, untouched because he dare not "waste" shells on it; no need to hesitate and wonder whether a certain point conceals a battery or an observation post, or a body of men. If he suspects ever so slightly his plan is simple; strafe it, promptly and completely, is all he has to do to the limit of his satisfaction.

And as our gun-power has enormously increased, so has our saving of casualties in attack or defence. Two years ago we had not the guns or the shells to compete with the enemy artillery. We could not keep down their artillery or infantry fire, and necessarily had to pay the price of our inferiority in casualties. We could not prevent a hurricane of shells and bullets pouring on, say, a certain front-line trench. But that trench had to be held, had to be kept manned by sufficient of our infantry to repel an attempt on it, or to make an attack from it. As the line was thinned out by casualties, as the men in it were killed or wounded, there remained nothing for it but to push more men up into it, to be shelled in turn, and shattered and broken piecemeal. In blunt words, we had to expend flesh and blood where the German expended steel and high explosive.

BRITISH AIR SERVICE.

The Somme battles have shown the difference to-day. Now it is our turn to batter the enemy trenches to pieces, to kill and "casualty" their defenders, to

(Continued at foot of next Column.)

FREEMASONRY.

ACTIVITY OF THE CRAFT.

The Grand Master, the Duke of Connaught, has been showing great interest and activity in the work of the order since his return from Canada. Following on one of his first public duties, in visiting the Freemasons' War Hospital, in Fulham Road, on November 24th, he sent a handsome donation. His Royal Highness has now consented to become president of that institution, which after the war is to become the Masonic Nursing Home. The Grand Master took the earliest opportunity of attending Grand Lodge, presiding at the quarterly communication in December, and last month filled his position as Master of the Royal Colonial Institute Lodge, No. 3,556, at Freemasons' Hall. The Lodge is aiming at showing its loyalty and appreciation in a permanent manner to its Master by becoming a Founding Lodge of the Freemasons' War Hospital and Masonic Nursing Home, by a donation of 100 guineas.

The Duke of Portland, Provincial Grand Master of Nottinghamshire, has promised to perform the opening ceremony on the 16th inst., of a medical ward at the Trent Bridge Pavilion, which the Freemasons of the province are equipping.

Freemasons of West Bridgford, Notts., have established an electrical ward at a V.A.D. hospital there, and engaged the wholetime service of a masseur. Over 200 patients have undergone this special treatment, and all have been cured except four. The whole of the expenses connected with this ward are borne by the local Freemasons, who also have a scheme on hand to raise £500 for the provision of an electrical plant to supplement the work of the masseur. Much useful work continues to be done at the splendid hut provided by Nottinghamshire Freemasons at a Midland camp for the use of the hospital patients at a cost of £1,000.

barrage behind their front lines so that food and ammunition and supports must come up through a roaring tornado, a destroying tempest of fire. Our guns can engage the enemy batteries, and drive their gunners from their pieces or wipe them out as they continue to serve them; can keep down the infantry fire to the last possible instant, and so give our infantry their chance to cross the deadly space of the open ground. The British Army of two years ago had proved to their sorrow that a lack of supporting artillery fire meant cruel losses; the Army of to-day is taking enormously stronger positions at an amazingly low cost in casualties, simply because of their greatly superior artillery, and its weight and rapidity of fire.

And finally, leaving the best to the last, look at the air service we have to-day. Only the infantry know how much they owe the guns; only the guns know how much they owe the airmen. In old times (for so we now speak of less than two years ago) the guns that were not most carefully concealed were practically doomed to destruction, the infantry that dared walk above ground in daylight within range of the enemy artillery was deliberately "asking for it"—and rarely failed to get it. But now the artillery barely troubles about concealment, the infantry, the transport, the supply columns brazenly tramp or sit down and camp by thousands well within artillery range. They trust the airmen to keep off the piercing eyes that might betray their whereabouts to the destroying gunners, and seldom is their trust misplaced. A raiding German airman over our lines is not seen for weeks on end. The sky is never empty of ours, patrolling to and fro, casting in wide sweeps over the enemy ground, picking up gun positions, taking photos, mapping out the enemy trenches, coming and going—single, flimsy shapes against the sky, or flocks of anything up to a score. They are so many and so daring that now the enemy "Archies," or anti-aircraft guns, are chary even of trying to shell them, because if only they shell long enough one or other of the wheeling shapes will "spot" their flashes, dot down their position on the map, talk for a little with the wireless to their friends the gunners, and then wait, circling round, to watch the wrath to come visit those German "Archies."

THE WAY TO VICTORY.

It is a vastly different story when one of their airmen dares fly within range of our anti-aircraft guns. Our gunners, "bored stiff," they will tell you, with looking through a telescope all day and seeing nothing, are aching for their chance, and as the raider comes into long range the puffing shrapnel bursts begin to pattern the sky about him. Usually he turns promptly for home again; if he carries on he first slants steeply upwards, climbs and climbs until he is a mere speck in the sky, or is lost to naked-eye vision, and so sees nothing, or so little that it is not worth seeing, and decidedly not worth the risk. For there is risk a-plenty for him, no matter how fast or high he flies. He may outclimb the "Archies'" shells, but he cannot outclimb our airmen, and they, once they see their quarry a-wing, are at and after him like hawks on a heron.

And so, at the opening of 1917, our Army presses on steadily and past power of German stopping. Man to man, we believe we always were the better, but until now we never have been man to man, or the scale been outrageously weighted down by our shortage of shells and munitions and equipment. Now that we are on level terms, or something better, can there be any doubt of the result.

Two years ago, short of men, of munitions, of all the weapons of modern war, we held our own, and our line stood against the greatest weights that Germany could hurl against it. Now we are beginning to show what, on fair terms, we can do. The Navy has never lost its full command of the seas, our flying men have regained their command of the air; and now, on the shell-battered battle-fields, the Army is proving week by week (and setting on the proof the seal of captured prisoners, guns, and ground) the last link of the chain of victory. It may be this year, it may not be for yet another, but the end must be victory to the Allies, victory complete and absolute out and out—earth, air, and sea.—*Daily Telegraph.*

AUSTRIA'S PLIGHT.

ON THE BRINK OF FAMINE.

EGGS 12/6 A DOZEN.

The Special Correspondent of the *Daily News*, writing from Berne in the first week of January, says:—

If the news reaching here from usually trustworthy sources is accurate Austria-Hungary is very near a collapse. No effort is made to conceal the differences which have arisen between the two Kaisers, and the Swiss newspapers attribute to Count Goluchowski, who recently arrived here from Vienna, a statement that the quarrel between the monarchs and their Governments has gone too far to be patched up again. Austria compelled Germany to agree to the joint offer to open peace negotiations and, now that the offer has been definitely rejected, well-informed neutral observers state that developments of an even more sensational character may take place at any moment during the next few weeks.

The financial side of the Austrian *debâcle* may be gathered from the fact that 100 Austrian kroner which before the war was equal in value to about 104 Swiss francs now fluctuate in worth between 48 and 50 francs. The blackest pictures of the economic conditions prevailing in the Dual Monarchy are published in Austrian and Hungarian newspapers. Here is one extract from the *New Pest Journal*:—

"The misery of the masses of the people is greater than ever, especially in the case of large families. The fathers as often as not are at the front, and the mothers crowd outside the food shops for hours in order to get two drops of milk, a few cubes of butter."

CHILDREN ARRESTED.

The *Arbeiter Zeitung*, of Vienna, in denouncing the scandal of the "police drives" in the streets of Budapest on the days immediately preceding the coronation of the King and Queen, bitterly complained that in their anxiety to capture revolutionary Socialists, Anarchists, or Czechs, the police merely succeeded in roping in "children and their parents whom hunger had forced into the streets to try and beg food with which to keep off actual starvation." These "police drives," by the way, seem to have been astonishing things, and in one of them, effected the day before the ceremony, 200 "suspected" people were arrested.

The following list of prices, compiled largely from official statistics, give some indication of the food problem as it confronted the working classes of Vienna towards the end of last month:—

Eggs, 12s. 6d. the dozen (only to be obtained singly or in twos or threes).
Smoked herrings, 12s. 6d. the dozen.
Cheese, 10s. the pound.
Beef, 16s. the pound.
Horseflesh, 7s. 6d. the pound.
Chickens occasionally obtainable at fabulous prices.

Butter and fats of various kinds and fresh fish cannot be obtained by working class people.

All the Austrian and Hungarian Socialist and Labour organisations are holding peace meetings in the different industrial centres, and commercial bodies are allowed to pass and to publish resolutions in favour of an early peace. The one New Year's wish which came from thousands of Austrian and Hungarian soldiers at the front was for the speedy termination of the war.

The campaign against Count Tisza which started with the politicians on purely party lines has rapidly spread to the masses of the people, who see in the Calvinistic noble the Kaiser's representative in Austria-Hungary. The clamour against the Count has indeed reached such lengths that many of his Germanophil supporters are inclined to believe that his retirement rather than his continuance in office will best serve Teutonic interests.

GERMAN LIE NAILED.

The Secretary of the Admiralty makes the following announcement:

A German Wireless Press message as received in the Mediterranean contained the following:

The American Government is raising a protest to Great Britain for allowing British airmen to bombard the station of Drama before the ejected delegates, the Consuls had left, in face of the airmen's knowledge that the delegates had to be met at the station. This bombardment, which, of course, was unsuccessful, is the latest case in the history of the breach of international law by the alleged protectors of smaller nations.

A report which has been received from the Vice-Admiral Commanding, Eastern Mediterranean, giving details of the bombing of Drama (in Macedonia) by British airmen, serves admirably to illustrate, when compared with the German Wireless Press message of December 1st, the methods of the German propagandist. The substance of the Vice-Admiral's report is as follows:

The representatives of the German, Austrian, Turkish, and Bulgarian Governments, when expelled from Athens, were sent at their own request, together with their families and servants, by specially chartered steamer to Kavala. After being landed, a request from the German Minister was conveyed to the Thasos Air Station asking that the Drama-Kavala road might not be bombed for 24 hours from 6.45 a.m. on November 25th, as it was being used by women and children belonging to the evicted enemy Legations.

The commanding officer of Thasos Air Station not only complied with this request, but, as a further act of grace, refrained from any operations against Drama Station and aerodrome until the 28th, when both were bombed with effect. The only attack made on the 25th was upon the Drama aerodrome alone, and was carried out before the message from the German Minister reached the Allied air station at Stavros.

Scientific Certainties.
The 'Allenburys' Foods are based on scientific certainties. *Used as directed*, they are exactly what a baby needs to develop into a healthy and robust child. The 'Allenburys' Foods are easily assimilated: digestive and kindred disorders are avoided by their use. Infants fed on these foods are neither fretful nor wakeful.
The 'Allenburys' Foods
Milk Food No. 1. From birth to 3 months.
Milk Food No. 2. From 3 to 6 months.
Malted Food No. 3. From 6 months upwards.
The 'Allenburys' Rusks (Malted). From 10 months upwards.
Pamphlet "Infant Feeding and Management" sent Free.
Allen & Hanburys Ltd., 8a, Peking Road, Shanghai, P.O. Box 158, and London, England.
53-1-3

WINTER TRENCH WAR.

"BUSINESS AS USUAL."

"QUIET" DAYS AT THE FRONT.

[BY PHILIP GIBBS.]

BRITISH HEADQUARTERS (France), Jan. 2nd.

The old business of trench warfare has been resumed for a while out here during days of "peace," as the soldiers call this way of fighting when there are no great attacks. It is a business conducted with extreme technical skill and directed by high specialised minds, taking into consideration all manner of problems beyond the scope of the simple soldier, such as new dispositions of enemy troops, the reinforcements of hostile batteries at certain sections of the front, supplies of ammunition, the difficulties of transport, the wear-and-tear of guns, and the influence of weather on operations. It is a business which on our side is devoted to one simple, deadly object. That is, to kill the German soldiers wherever a shell or a trench-mortar or a machine-gun bullet can reach them, to smash up their defences as soon as they have built them, to prevent the building of them, to destroy the reliefs coming in or going out, to make their communication trenches impassable by constant fire, to concentrate death-traps at cross-roads, and to injure the enemy in his dug-outs, in his ditches, in his billets, in his store-dumps, in his body, and in his soul.

The enemy has precisely the same purpose regarding us, and goes about it in the same systematic way. It will be seen, therefore, that these days of "peace" (our soldiers use the word without irony) are not without their disagreeable moments. On balance we have made ourselves more disagreeable than the enemy during the past few days.

A COMPANY OF DEAD.

Special "shoots" by trench mortars and artillery combined have been directed against the German trenches. After one of them a solitary figure ran out of the smoking earth and came stumbling across No Man's Land with his arms clasped above his head. One of our forward observing officers, who had been watching the effect of his battery's fire, and keeping in touch with his guns by telephone, called out to the lonely grey man and received his surrender. He told the tale of his tragedy. The whole of his trench had been destroyed, and he alone remained alive among a company of dead.

On the evening of Christmas Day when some of the Germans were playing mouth-organs in their trenches, and when behind the lines in many billets our men were singing old songs, a miserable party of men were wandering about No Man's Land. They had thought it hard luck no doubt to be sent up to relieve a company of their German comrades on Christmas night. A jolly Christmas—Herr Gott!—out here in crater-land, with English flares going up and down and the merry chatter of machine-guns! They lost their way, cursing and sobbing because they could not find their own men or their own trenches. Our sentries standing, still and watchful on the firesteps, saw these figures moving—stared until they were sure that it was not caused by "jim-jams" or the spookiness of a Christmas night in No Man's Land, then gave the alarm.

The machine gunners pressed the triggers, and a hose of bullets sprayed the ground where fifty shadows came moving nearer. Some of them fell. The others ran forward crying. Twenty-five men of terror were left, and they surrendered—such is the tale of this Christmas night in the great war. Another night twenty-nine Germans, mostly ration carriers, lost their way on the right of our line and surrendered like this thankful to spend New Year's Day on our side of the line and on the safe side of our bombardments.

The enemy not liking these bombardments, has retaliated, sometimes heavily, with sudden storms of high explosives or with a travelling circus of trench mortars or with gas shells which burst with a quiet little hiss, and leave a reek of poison in the air. Retaliation leads to counter-retaliation. "Gas shells" comes a message through the telephone of battalion H.Q. to artillery H.Q. "Gas shells, eh?" "Yes, give 'em hell, won't you?" Certainly. A double dose of hell." Such little New Year messages whisper up and down the wires. In one part of the line three double doses of hell, in the form of high explosives, are administered as a punishment for sin.

Into No Man's Land, so quiet as I have seen it lately, there go out at night small parties of British soldiers on raiding adventures. New Zealanders and Australians have been restless in this way, and there was a good raid by the Yorkshires and Lancashires and another by the East Yorks. They are expeditions which test men's nerves more than most incidents in this trench war. "I'd a dozen times rather go out in a big attack, I would, said an Irish boy, the other day, and he had been at Guillemont and Ginchy. It is no joke at all to crawl out there in the dark and lie, holding one's heart in one's mouth, when a flare goes up very bright, and then to rush a Jerry boys' trench, where maybe they're waiting for you with bombs and axes."

"FUNKY VILLAS."

Near "Plug Street," on Christmas night, there was a raid of this kind. The enemy trenches were entered, several Germans were killed, and one prisoner was brought back. Near Fouguevillers—a ruined village by Arras, where I spent some hours recently with some very gay fellows, who guided me round the beauty spots—it's a lovely place is Funky Villas, as the soldiers call it!—the enemy attempted to raid our trenches on the night of December 27th. After a bombardment lasting three-quarters of an hour, the Germans came over in three parties, one of them forty strong. They were scattered by machine-gun fire, and only four bold and lonely fellows entered

(Continued at foot of next Column.)

TURKEY'S INDEPENDENCE.

QUESTION OF GUARANTEES.

The latest action of the Turks in repudiating any outside authority or suzerainty within their territory can be read in more than one way (says a *Daily Telegraph* correspondent). The point of the whole affair has been touched by the Government of the United States in a declaration that any such assertion of independence is bound up with the outcome of the war, and cannot be otherwise considered. But it still has a certain importance which may enable the Allies to deal the more thoroughly with Turkish claims when they are presented.

From one point of view the manifesto recalls a time far older than the Crusades. The best-known of all Caliphs, Haroun-er-Raschid, granted "capitulations" to foreigners resident in his Empire before the year 800, and either directly, or under the form of the "most favoured nation" stipulation, these concessions governed the administration of justice within the Ottoman territories until the outbreak of this war. They form the earliest recognition by the East of the advantages to be derived from the presence of Western men, and their repudiation—which took place simultaneously with the entry of Turkey into the war—was a mere act of supererogation. All such agreements were, of course, terminated by the declaration of war. This new announcement was unnecessary. It has, however, an interest for ourselves from the fact that the capitulations with Prussia—which date from 1756—were unaffected by this declaration. So far as we can judge, Turkey, by her recent action, has put an end to all limitations upon her sovereign rights, including those enjoyed by Germany, and it is a matter of some importance to estimate the *quid pro quo* given by Turkey for this extreme boon. It may have taken the form of military assistance, or it may have been a regularisation of what may be called facilities of transit. In any case, something must have been surrendered by Turkey to Germany in return for these rights of importance and validity.

FINANCIAL PROBLEMS.

But there are other aspects of this action that require attention. As the result of various "Great Power" treaties during the nineteenth century, Turkey enjoys—or is disabled by—certain guarantees, the most important of them being the closing of the Dardanelles and Bosphorus against ships of war. The latest move of the Porte may not improbably be a formal rejection of such dependence in order that when she enters the Peace Conference she may have in her hands an asset of great value, with which to secure better terms for herself in the hard bargaining that is going to take place. Even if disaster stares her in the face, she intends to go down with her flag flying.

Or, on the other hand, questions of finance may be concerned. Turkey's position has never been secure. Her credit has been the precisely limited credit guaranteed by Western nations, and she may now look upon financial independence as essential to any influence she may be able to exert at the Conference. There are, also, other restrictions upon her authority, which assume some importance at this moment. She has, for example, agreements in a nebulous form, by which justice of some kind was promised to Armenians in time of peace. Such an understanding would require much explanation at the Conference, and Turkey may think it best to disavow in public obligations which in private she has long neglected.

But the kernel of the whole matter is the issue of the war. The Allies have made no secret of their intention. The Turks have trespassed too long in Europe, their present attitude towards Germany is a source of danger, and they must go. That the Allies will win the war there is, I imagine, no doubt, even at Postdam. Therefore the manifesto that has been sent to Washington is in itself of no great interest. Our protectorate of Egypt has cut the Gordian knot of many difficult legacies from the old Turkish *régime*, and the Allies' attitude towards the large reductions of Turkish clearness when the day of conference arrives. Not even the most foolish of the Young Turks can suppose that in that evil hour Germany is going to move a finger to help them.

ALLIES' AIR WARFARE.

The *Guerre Aerienne* publishes the total result of the Allies' aerial warfare. During 1916 the Allies have brought down upwards of 900 enemy machines and eighty-one "sausages," or "drachen," and over 750 bombardments have been carried out by the Allied aviators, including 250 by French and 180 by English on the Western front, and 175 in the Near East.

our line, from which they had to make a rapid escape after a peep that cost them dear.

Enemy aeroplanes have been up in fine hours, and without much audacity in flying west. On December 26th and 27th there were ten fights in the air on one section of the line. One hostile machine fell out of control, three were forced to land, and one, east of Le Transloy, fell in flames after hot shooting by our "Archies." Our own aeroplanes have gone out in flights on bomb-dropping expeditions, and have been doing steady work in "spotting" for artillery.

One of the Ruperts, or kite balloons, was attacked by a hostile aeroplane, but it was driven off. The observer of the kite made his escape to earth, for fear of accidents, by means of his parachute, and floated safely down from a height of 3,000 feet, after one of the most difficult acts of faith and courage that a man can be called upon to do in a moment of peril.

TIRPITZ AND BETHMAN.

AN AMERICAN VIEW.

WHAT TERRITORIAL GAINS DOES GERMANY EXPECT?

In the *New Republic* (New York) Mr. William C. Bullitt has an interesting article, in which he says it is inaccurate to generalise about "the opinion of Germany," seeing that "the whole nation is divided into two bitterly contending camps—the camps of conservatism and liberalism, of worse and better Germany." He says:—

"The broadest international question which divides the supporters of the Chancellor and the supporters of Von Tirpitz is:—What territorial gains should Germany strive to make in this war?" He continues:—

"Both conservative and liberal Germany expect to make territorial gains. But the supporters of the Chancellor still see in the war the same conflict which existed before England came in. To them (this is essentially a struggle between Russia and the Austro-Hungarian German bloc for predominance in the Balkans and Asia Minor. Their hope is to establish a confederation of Central Europe stretching from Hamburg to Bagdad. As they see it, the war is deciding, chiefly, how wide shall be the boundaries of Central Europe. They are almost ready to give up Northern France and the whole of Belgium. They are ready to pay Belgium an indemnity of two billion marks, if Belgium will pretend that it is part of the purchase price of a section of Belgian Congo. Their eyes are on the East. They hope to annex the Courland, and to create an independent Poland from Russia's Polish territories, which they expect to take into the German Zollverein. But the most vital piece of territory to them is North-eastern Serbia, which they call the dry Suez Canal. For across it, by way of Belgrade and Nish, runs the railway from Budapest to Constantinople, control of which they must have if the Hamburg-to-Bagdad confederation is to become a reality.

THE CHANCELLOR'S HOPES OF PEACE.

"Furthermore, though their faith has been weakened during the past three months, most of the supporters of the Chancellor still hope for a peace by way of London and for a rapprochement with England, France, and the United States during the decade after the war. They hope to come to an agreement with England in regard to the unhindered passage of merchantmen in time of war. They hope to revive that supreme tragi-comedy of diplomatic history, the treaty in regard to Asia Minor and the Bagdad railroad, which Sir Edward Grey and Prince Lichnowsky initialled just fifty days before England declared war on Germany. Their greatest fear is that an *entente* between England, France, and the United States will exclude Germany, the United States will exclude Germany, and will force her into the opposing camp by an alliance with Russia and Japan.

"To the supporters of Von Tirpitz the war essentially is a struggle between England and Germany for control of the sea. They wish to purchase peace with Russia at any price, even at the cost of abandoning their ally Turkey, and to fight on until France and England are crushed. They believe that Germany should annex every foot of French and Belgian territory she can occupy: French territory so that France can never again offer serious resistance; Belgian territory so that she may have a springboard from which to dive at England. Von Tirpitz's notorious postal card puts matters thus:—We must hold the coast of Belgium as a base from which to operate against our Anglo-American enemies.

"The supporters of Von Tirpitz see in England their one inplacable enemy, and during the decade after the war they hope to form an international plunderbund with Russia and Japan.

"Hindenburg, according to the best-informed people in Berlin, intends to allow him on the Somme to be driven back slowly while he employs his reserves against Roumania and Russia. He hopes to burn out Roumania before the autumn rains make the ground impassable. When winter has hardened the earth again he hopes to press on to Odessa and possibly to Kiev. The German Liberals hope that if their armies are in Odessa and Kiev they will be able to make peace by way of London; the Conservatives, expecting the same conditions to prevail, hope for peace by way of Petrograd.

* * * *

AMERICAN INTEREST IN THE QUARREL.

"It is true that even liberal Germany would like to keep some sort of an economic hand on Belgium. It is true that liberal Germany is not prepared to purchase the friendship of France and England by exchanging Metz and the French-speaking part of Lorraine for French Congo and the right to buy Belgian Congo. It is true that lasting peace means to liberal Germany not an international conciliatory body with a sanction behind it but strong frontiers, a large army and navy, and good alliances. It is true that better Germany, which possesses an enormous national conscience, possesses no international conscience whatever. Paradoxically enough, Germany to day is the most moral State in the world in her internal affairs and the most immoral State in the world in her external affairs. And it is not likely that her morality will soon extend beyond her borders. For both her morality and her immorality are by-products of her 'Deutschland über Alles' philosophy and they lie as deep in her heart as does that creed.

"Why, then, should the United States bother about distinctions between Germans and Germans? Why should we strive to strengthen Bethmann and to weaken Tirpitz? Because we cannot continue to enjoy our lucrative neutrality unless Bethmann remains Chancellor. The day conservative Germany overcomes liberal Germany, sinking without warning will be recommenced and we shall be drawn into the war. Because the greatest danger which could threaten the United States would be the combination of Germany, Russia, and Japan, for which a conservative Government of Germany would labour. Because Germany can be made a liberal State only by her own liberals. No artificial liberalism imposed by the Allies on a defeated Germany would last a month after the withdrawal of the Allies armies. Because the supporters of Von Bethmann Hollweg, if not the sons, are at least the stepsons of light."

(Continued at foot of next Column.)

SEABORNE COMMERCE IN 1916

BRITAIN'S REMARKABLE ACHIEVEMENT.

[BY J. SAXON MILLS.]

Whichever way we look at the trade returns for the year 1916, they present a marvellous record. How much the German submarine campaigns have affected our seaborne trade may be gathered from the stupendous total of that trade. This (allowing to December the same result as to November) reaches a figure £1,571,568,000, which, after full allowance for increase in price, has never been equalled by Great Britain or any country of the world. The imports touch the quite incomprehensible sum of £962,736,000. That is, of course, a figure which suggests some anxious reflections, and we turn to the export side of the ledger. The result is surprising and pleasurable. Our total exports amounted to £607,832,000, a value which has only once been exceeded in our commercial history and which represents an increase of 174 millions over the total exports for 1915 and an increase of well over 80 millions on those of 1914. As the results of only 11 months' trade are yet available, the figures are rough, but they are likely to be slightly below than above the truth.

IN SPITE OF THE WAR.

This export figure becomes more astonishing the more we think of the conditions under which it has been achieved. We are engaged in the biggest and most exhausting war in our history. We have placed in the field armies on a Continental scale. Vast numbers of our workers, in addition, have been withdrawn from civil industries and transferred to the munition factories. A large proportion of our mercantile marine has been diverted to war purposes, and the submarine attack has been almost continuous for two years. Yet our oversea commerce has attained these figures. And I must not forget to add that the exports do not include goods taken from British Government stores and depots, or goods bought by the Government and shipped on Government vessels; while the imports are likewise exclusive of goods which were directly purchased and imported by the Government. Some idea of the sum to which these latter amount may be gathered from a recent statement that our Government was purchasing from the United States to the tune of about 12 millions sterling per week. I will leave the reader to estimate the amazing total value of our seaborne trade under all heads.

It is true these figures are not by any means without suggestion of anxiety. Our swollen import totals are in themselves an almost appalling phenomenon. The trade balance against us is nearly 360 millions sterling, as compared with 134 millions in 1913. But it is highly satisfactory to note that this adverse balance is 33 millions less than last year. Still it is serious enough, and it has taxed all our remedial measures. Happily we have found in our foreign securities a resource which, I believe, has exceeded our expectations. Anyhow, though we are managing to pay our way, it is still necessary for us to restrict our imports and develop our exports to the utmost possible extent. The great job is how to finance our American purchases, which for the first nine months of the present year amounted, apart from direct Government purchases, to the pretty figure of £217,564,824, while our exports came to the rather more modest sum of £24,593,490.

OUR CUSTOMERS.

But some may say that our exports are mostly temporary war trade and that the end of the war will therefore bring a terrible collapse. On the contrary, perhaps the most satisfactory feature of the year's record is the way we have kept up our trade with British and neutral countries all over the world. For instance, we sent to India during the first nine months of 1916 close on 40 million pounds worth of manufactures. That is an advance of nearly five millions on last year. To Australia we sent over 37 million pounds worth. Some allowance must always be made for increased prices, but this figure is nearly 16 millions more than for the nine months of last year and nearly 11 millions more than for those of 1914, which were almost all months of peace. Or take another test, in quantities. For eleven months of this year we exported to the world markets 380,000,000 more yards of cotton piece goods than in the same period of 1915, and under this heading it is especially pleasant to note our largely increased trade with South American and African markets. Yarn exports, perhaps owing to a great home demand, have fallen as compared with last year, but a figure of 161 million lbs. compared with 168½ millions for 1914 (eleven months in each case) is not unsatisfactory.

From all trades comes the report of substantial, sometimes abounding prosperity. A good deal of this may be due to abnormal war demand. But no one can read the returns without being impressed by the success with which we are maintaining our normal industries and even developing our permanent trade with many neutral markets in the Far East and West. And this is being done in the face of labour problems, freightage difficulties, and a hundred obstacles presented by the war.—*Daily Chronicle.*

WEATHER REPORT.

On the 13th at 11.55—No returns from Japan. Pressure has increased slightly to moderately in all other districts, except in the extreme South, where it is nearly stationary.

An anti-cyclone appears to be stationary over China. It has strengthened slightly.

Fresh monsoon is indicated along the east coast of China and over the north part of the China Sea.

Hongkong rainfall for 24 hours ending at 8.0 a.m. to-day, 0.00 inch. Total since 1st January, 0.62 inch, against an average of .19 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST.
Hongkong to Gap Rock ...	N.E. winds, fresh; fine to cloudy.
Formosa Channel	N.E. winds, strong.
South Coast of China between Hongkong and Lamocks	The same as No 1.
South Coast of China between Hongkong and Hainan...	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

13TH FEBRUARY, A.M.

Station.	Hour.	Barometer at Sea Level	Temperature.	Humidity.	Wind: Direction.	Wind: Force.	Weather
Vladivostock	8 a.	30.16	4	—	N	5	b
Nemuro	5 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishi'jma.	"	—	—	—	—	—	—
Bonin Is.	"	—	—	—	—	—	—
Chefoo	6 a.	—	—	—	—	—	—
Weihaiwei	"	30 32	24	57	W	6	b
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30 47	21	—	WNW	1	b
Gutzlaff	"	3..42	32	90	NNW	4	b
Sharp Peak	"	30 2.	46	81	N	2	b
Amoy	9 a.	30 29	48	71	NW	1	b
Swatow	6 a.	30.23	47	65	N	1	c
Taihoku	5 a.	30 34	4.	63	E	2	b
Tsichu	"	30 28	37	—	—	0	b
Taiwan	"	30 24	46	—	NE	4	b
Koshun	"	30 20	61	—	N	7	c
Pescadores	"	30 25	57	—	NNE	7	b
Canton	6 a.	—	—	—	—	—	—
Hongkong	"	30 27	53	82	E	2	b
Gap Rock	"	30 25	-	-	NE	5	b
Macao	"	30.24	54	80	NNE	2	of
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	7 a.	30 27	55	71	NNE	2	o
Tourane	"	30 13	63	—	NW	4	of
Cape St. James	"	29.91	72	—	ENE	6	c
Aparri	6 a.	30.10	66	87	NNE	6	r
Dagupan	"	—	—	—	—	—	—
Manila	"	29 93	72	89	—	0	o
Legaspi	"	29.91	75	93	NNE	2	o
Tacloban	"	—	—	—	—	—	—
Iloilo	"	—	—	—	—	—	—
Surigao	"	—	—	—	—	—	—
Labuan	"	29 83	78	91	N	3	b

T. F. CLARKSON, *Director*

1. BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade, in degree Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort Scale.

6. STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squalls, r rain, snow, t thunder, v visibility, w dew (wet).

7. RAIN in inches, tenths and hundreds

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 13th

	Previous Day at 9 p.m.	Date at 8 a.m.	Date at 4 p.m.
Barometer	30 27	30 32	30 29
Temperature	61	53	60
Humidity	86	82	49
Wind Direction	EbE	East	ESE
Force	2	2	3
Weather	b	b	b
Rain		—	—

Highest open-air Temperature on 13th 61

Lowest open-air Temperature on 13th 53

HONGKONG TIDE TABLE

From 14th to 20th February.

Day of Week	Day of Month	High Water: H'kong Mean Time.	High Water: Height.	Low Water: H'kong Mean Time.	Low Water: Height.
		h. m.	ft. in.	h. m.	ft. in.
Wed.	14	m 2 38	4 5	m 8 47	2 9
		a 2 50	5 8	a 9 5	2 7
Thurs.	15	m 4 29	3 8	m 7 7	3 1
		a 3 56	6 1	a 10 52	2 4
Fri.	16	No infer	3 4	m 7 33	3 3
		a 5 5	6 4		
Saturday	17	m 8 4	high-	m 0 8	1 8
		a 15	6 8	noor low-	water
Sun.	18	m 0 25	3 7	m 1 8	1 3
		a 0 58	7 2	m 11 4	3 5
Mon.	19	m 8 30	3 9	m 1 56	2 8
		a 7 16	7 6	a 0 22	3 3
Tues.	20	m 8 57	4 2	m 2 35	0 6
		a 11	7 7	a 1 29	2 8

IF YOU FEEL A COLD APPROACHING

a hot bath at bed-time and a dose of Pinkettes, the little gentle-as-nature laxatives, form the best preventative.

PINKETTES

dispel Constipation, Biliousness, torpid liver, sick headaches, and clear the complexion. Of Chemists, or 60 cents the phial, from Dr. Williams' Medicine Co., 96, Szechuen Road, Shanghai. [81-cl

PETER DAWSON'S



Whisky is the whisky with a growing popularity, because its elegant flavour is solely due to original fineness developed by Age. Obtainable from all Wine Merchants.

SOLE AGENTS:

H. RUTTONJEE & SON. [93

NO MORE HEADACHES.

Headaches, intermittent pains, sharp shooting spasms, or steady, dull aches, over the eyes, in the back of the head, at the base of the brain or in the temples, quickly succumb to the soothing influence of

LITTLE'S ORIENTAL BALM

Every minute you suffer from a headache is lost from your life of usefulness or enjoyment—a most unnecessary waste since all kinds of headaches and neuralgia, all external aches and pains can be quickly relieved and finally cured by simply rubbing in a little of this great external remedy. It's sure—it's quick. Ask any one who has tried it.

Sold at 1/- per bottle.

Agents for Hongkong:—

Messrs. A. S. Watson & Co., Ltd. 255-6

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Homeward Mail Steamer, carrying His Majesty's Mails, will be despatched from this port as usual, taking Passengers and Cargo for the above Ports. Passengers' accommodation in the connecting vessel secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding via Bombay to Marseilles and London.

Parcels will be received at the Office until 3 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc., apply to

E. V. D. PARR,
Superintendent.
[1

CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF ABSORBING INTEREST,

By CHAS. J. HALCOMBE,

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 491 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kwelin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. REVNIE.

Its description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, makes "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home.

PRICE $3.50.

To be obtained from Messrs KELLY & WALSH, LTD., Messrs. BREWER & Co., or from the Printers and Publishers, the "HONGKONG DAILY PRESS" Office.

SHIPPING

ARRIVALS

CHINGCHOW, British str., 1,195, Jas Doyle, 12th February—Saigon 6th February, Rice.—Shewan, Tomes & Co.

FAUSANG, British str., 1,410, H. S. Malkins, 13th February—Saigon 6th February; Rice.—Jardine, Matheson & Co., Ltd.

FEICHING, Chinese str., 960, A. B. Baines, 13th February—Shanghai 9th February, General.—Order.

KAIFONG, British str., 987, J. B. Evans, 13th February—Hoihow 12th February, General.—Butterfield & Swire.

LINAN, British str., 1,306, Pottinger, 12th February—Swatow 11th February.—Butterfield & Swire.

YEI MARU, Japanese str., 2,169, Nishmomeya, 12th February—Chingwantao 2nd February, Coal.—Order.

PASSENGERS.

ARRIVED.

Mr. N. Churcher, Miss E. R. Moss, Mrs. M. W. Stevens, Miss T. Stevens, Master H. Stevens, Mr. J. Moss, Mr. and Mrs. A. Lane, Rev. and Mrs. W. A. Wilson, Mr. S. Leeds, Rev. and Mrs. E. J. Buckley, Rev. and Mrs. L. C. Smith, Miss M. C. Farber, Miss E. J. Draper, Mr. P. Bateman, Mr. McCartney, Mr. and Mrs. Roman.

EXPECTED.

Mrs. Harrison, Com. K. Kurokawa, Mr. and Mrs. Corsane, Mrs. Stuart Eldridge, Mrs. H. W. Fraser, Mr. K. Fujisawa, Mr. Shiki, Mr. Motts, Mrs. Mola, Master A. Summers, Mr. R. Motomura, Mr. K. Nagakura, Mr. K. Nakaga, Mr. E. Hiena, Mr. B. Neshino, Mr. Zutaka, Mr. S. Masu, Mr. Goushiro, Capt. and Mrs. Dillon, Miss Craddock, Mrs. F. C. Evans, Mrs. M. S. Gaussen and infant, Mr. H. A. Morrison, Mr. R. G. Butcher, Miss A. D. Murphine, Madame Besnard, Miss Giles, Miss Butler, Miss McAuslin, Miss Wilson, Mrs. MacDonald, and Mr. Jensen.

NOTICES TO CONSIGNEES

THE "ABAD" STEAMSHIP LINE

NOTICE TO CONSIGNEES.

THE Company's Chartered Steamship

"BANDAI MARU"

having arrived from BOMBAY via PENANG and SINGAPORE, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th February, 1917, will be subject to rent.

No Fire Insurance will be effected by the undersigned in any case whatsoever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives by appointment.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

H. M. H. NEMAZEE,
Agent.

Hongkong, 12th February, 1917. 288

KONINKLIJKE PAKETVAART MAATSCHAPPIJ.

NOTICE TO CONSIGNEES.

FROM SINGAPORE AND PENANG.

THE Steamship

"S'JACOB"

having arrived from the above ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 18th Feb., 1917, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Goddard and Douglas on the 17th Feb., 1917, at 10 A.M.

Claims against the Steamer must be presented in writing within 10 days after arrival of Steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN,
Agents.

Hongkong, 12th February, 1917. 289

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LONDON, IMMINGHAM, GENOA, COLOMBO AND STRAITS.

THE Motor-ship

"GLENAMOY,"

Captain F. T. Jones, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 17th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst. will be subject to rent.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

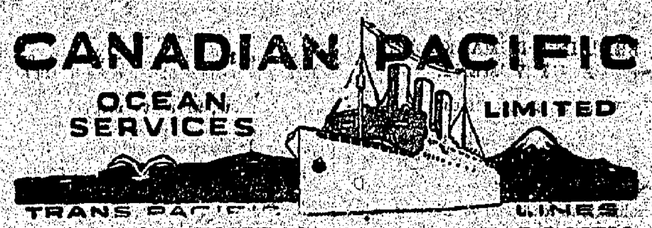
Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 12th February, 1917. 290

CANADIAN PACIFIC

OCEAN SERVICES LIMITED



TRANS PACIFIC LINES

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

In connection with the Canadian Pacific Railway

Hongkong to Vancouver 17 days. Hongkong to Montreal 22 days.
Hongkong to Chicago 21 days. Hongkong to New York 22½ days.

"EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA"

30,625 tons Displacement, quadruple screws, speed 21 knots.
Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONGKONG (subject to change) SAILINGS FROM HONGKONG.

"EMPRESS OF ASIA" ...	15 Feb.	"EMPRESS OF ASIA" ...	12 Apr.
"EMPRESS OF RUSSIA" ...	15 Mar.	"EMPRESS OF RUSSIA" ...	9 May
"EMPRESS OF JAPAN" ...	23 Mar.	"EMPRESS OF JAPAN" ...	23 May.
"MONTEAGLE"	14 Apr.		

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.
"Monteagle" calls Moji instead Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Railway to all Overland Points in Canada and the United States, also to Pacific Coast Points, European ports and West Indies.

For further information as to rates of Freight and Passage, sailing Lists, etc., please apply to—

P. D. SUTHERLAND, General Agent, Passenger Dept., Hongkong.
J. H. WALLACE, General Agent, Hongkong.

65

P. & O. S. N. CO.

ROYAL MAIL SERVICE

WILL despatch VESSELS to the Undermentioned PORTS

FOR	STEAMERS	TO SAIL	REMARKS
LONDON & BOMBAY via SINGAPORE, PENANG COLOMBO, PORT SAID and MARSEILLES			
SHANGHAI, MOJI & KOBE			Direct Service
LONDON via SINGAPORE, PENANG, COLOMBO, BOMBAY PORT SAID and MARSEILLES			Fixed Service
SHANGHAI, MOJI, KOBE and YOKOHAMA			Direct Service

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports or six months. Round-the-world and through tickets to New York, at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING, ETC., apply to

P. & O. S. N. Co.

E. V. D. PARR,
Superintendent.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Friday, 16th Feb., D'light.
MANILA	"YUENSANG"	Saturday, 17th Feb., 3 P.M.
SHANGHAI	"WINGSANG"	Sunday, 18th Feb., D'light.
SHANGHAI	"CHOYSANG"	Wed'day, 21st Feb., D'light.
SANDAKAN ...	"HINSANG"	Wed'day, 21st Feb., Noon.
MANILA	"LOONGSANG"	Saturday, 24th Feb., 3 P.M.
SHANGHAI	"WOSANG"	... Sunday, 25th Feb. D'light

CALCUTTA LINE:—Three sailings per month from Hongkong to Calcutta Calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtsze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtsze Ports.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE:—Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAIT GOVERNMENT PASSPORT REGULATIONS, All European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
General Managers.

Telephone No. 215. 6

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
Agents.

Telephone No. 215. [21

R.M.S.P.

THE ROYAL MAIL STEAM PACKET CO.

OWNERS OF THE "SHIRE" LINE OF STEAMERS.

FOR SAILINGS TO AND FROM THE UNITED KINGDOM AND INTERMEDIATE PORTS.

Please Apply to JARDINE, MATHESON & CO., LTD.,
Agents.

Telephone No. 215, Sub. No. 10 20

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

All Steamers fitted with Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Building, 1st Floor. Telephone No. 1574. 8

JAVA-PACIFIC LINE

OF THE

JAVA-CHINA-JAPAN LIJN.

MONTHLY SERVICE BETWEEN

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI

Subject to Change without Notice.

S.S. "TJISONDARI"	...	17th February.
S.S. "INTANG"	...	16th March.
S.S. "TJILEMBANG"	...	13th April.
S.S. "AMBARAN"	...	14th May.

The Steamers have accommodation for a limited number of Saloon Passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN,
Managing Agents.

York Building. [62

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU TO SAN FRANCISCO.

UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. HATTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street.

73

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL PASSENGER AGENTS TO THE PHILIPPINE GOVERNMENT.

TICKETS SUPPLIED to ALL PARTS of the WORLD at Tariff Rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

BAGGAGE collected, forwarded and insured at lowest rates.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE" containing Sailings and Fares from the Far East to all parts of the World will be forwarded free on application.

Telegraphic address "COUPON." THOS. COOK & SON,
Telephone No. 524. 118, Des Voeux Road,
HONGKONG,

also SHANGHAI, PEKING, YOKOHAMA, MANILA.
Chief Office:—LUDGATE CIRCUS, LONDON, E.C.

74

SHIPBUILDERS, REPAIRERS, BOILERMAKERS, ELECTRICAL AND MECHANICAL ENGINEERS.

Graving Dock 750ft. by 88ft. by 34ft. 6in.
Patent Slipways taking vessels up to 3,000 tons.
Electric Cranes lifting up to 100 Tons.

SHIPS
ENGINES
BOILERS
MOTORS.

TAIKOO DOCK

The Taikoo Dockyard and Engineering Co., of Hongkong, Ltd.—Butterfield & Swire, Hongkong, China and Japan, Agents. Telegraphic Address "TAIKOODOCK." Telephone 212.

Agents for John L. Thurburgh, Esq., Rosburgh, Messrs. Thorneycroft & Co., Limited, Representative, is at present in Hongkong and may be seen by appointment.

NOW IN PREPARATION.

THE DIRECTORY AND CHRONICLE 1917.

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

FIFTY-FIFTH ANNUAL ISSUE.

The Compilers invite the European residents in the Far East who appreciate the advantage of having at their disposal a thoroughly complete and trustworthy work of reference to cooperate with them by returning at once the forms sent out for revision, and by furnishing, also, the names of any European firms which have recently been established in their midst or any that have ceased to exist.

Those advertisers, also, who have not yet sent in their revised announcements for the 1917 issue of the volume are asked to do so without further delay.

In this way the usefulness of the "Directory and Chronicle" will be increased and its early issue facilitated.

The Directories and Descriptions are of:—

CHINA.		
Peking.	Soochow.	Canton.
Tientsin.	Chinkiang.	Whampoa.
Peitsiho.	Nanking.	Kowloon.
Chinwangtao.	Wuhu.	Lappa.
Taku.	Kewkiang.	Samshui.
Antung.	Hankow.	Kongmoon.
Manchuria.	Yochow.	Nanning.
Trade Cities.	Shansi.	Wuchowfu.
Newchwang.	Ichang.	Kwangchauwan.
Dairen.	Chungking.	Pakhoi.
Port Arthur.	Hangchow.	Hoihow.
Chefoo.	Ningpo.	Lungchow.
Weihaiwei.	Wenchow.	Mengtse.
Tsinanfu.	Santu.	Hokow.
Mukden.	Foochow.	Szemao.
Shanghai.	Amoy.	Tengyueh.
Harbin.	Kirin.	Changchun.
Swatow.	Lungkow	Huncheu.
Lungchingchun.		
JAPAN AND FORMOSA.		
Tokyo.	Osaka.	Aoetung.
Yokohama.	Moji.	Taihoku.
Hyogo.	Nagasaki.	Takow.
Kobe.	Hakodate	Anping.
Shimonoseki.	Tamsui.	
EASTERN SIBERIA.		
Vladivostock.	Nicolojevsk	
COREA.		
Seoul.	Wonsan.	Mokpo.
Chemulpo.	Fusan.	Caunampo.
Gensan.	Pingyang.	Songchin.
HONGKONG AND ITS DEPENDENCIES, MACAO.		
FRENCH INDO-CHINA.		
Haiphong.	Annam.	Tourane.
Yunnan Provinces.	Quinhon	Saigon.
	Hue.	Cambodge.
PHILIPPINES.		
Manila.	Iloilo	Cebu.
	BORNEO.	
Sarawak.	Labuan.	
Brunei.	British North Borneo.	
SIAM.		
MALAY STATES.		
Perak.	Selangor.	Penang.
Negri Sembilan.	Johore.	Kedah.
Kelantan.	Trengganu.	Perlis.
Singapore, Penang, Malacca, Prov. Wellesley.		
STRAITS SETTLEMENTS.		
NETHERLANDS INDIA.		
Batavia.	Samarang.	Padang.
Buitenzorg.	Sourabaya.	Macassar.
East Coast of Sumatra.		

OFFICERS OF COAST AND MAIL STEAMERS.

The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.

Besides the usual Alphabetical List of Firms the Directory gives the CLASSIFIED LISTS of TRADES and PROFESSIONS of the larger Commercial Centres.

The ALPHABETICAL LIST of RESIDENTS in the Far East contains the names of over

80,000 FOREIGNERS,

arranged, with the Initials as well as the Surnames, in strictly Alphabetical Order, so that any name can be found instantly.

THE MAPS AND PLANS

of the principal ports in the Far East have been engraved by one of the most eminent firms in Great Britain and are annually corrected and brought up to date.

The CHRONICLE covers the notable events together with the texts of all the most important Treaties connected with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Charters of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money, Weights and Measures and other Commercial Information.

The CHRONICLE and DIRECTORY, though condensed in every possible manner, contains every year more pages and now numbers nearly 2,000.

It is published at the Office of the "HONGKONG DAILY PRESS."

FOR EUROPE AND AMERICA,

INDIA, AUSTRALIA, &c.,

and for

PRIVATE RESIDENCES AT THE OUTPORTS,

A Comprehensive and Complete Record of the NEWS OF THE FAR EAST Is given in the

HONGKONG WEEKLY PRESS,

with which is incorporated THE CHINA OVERLAND TRADE REPORT.

Subscription, paid in advance, $12 per annum. Postage $2 to any part of the World.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,
Managing Agents.

17

"ELLERMAN" LINE.

(ELLERMAN & WILCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS
TO
UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED,
General Agents.

or to REISS & Co., Canton. 63

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL.
PAKHOI and HAIPHONG ...	"SUNGKIANG" ...	On 14th Feb., 10 A.M.
MANILA, CEBU and ILOILO ...	"CHINHUA" ...	On 14th Feb., Noon.
TSINGTAO, W'HWEI, CHEFOO & DALNY	"SHANSI" ...	On 15th Feb., D'light.
SWATOW and SINGAPORE ...	"LIANGCHOW" ...	On 15th Feb., 10 A.M.
HANKOW	"SINKIANG" ...	On 15th Feb., 4 P.M.
SWATOW and SINGAPORE ...	"CHUSAN" ...	On 17th Feb., 10 A.M.
SHANGHAI	"ANHUI" ...	On 18th Feb., D'light.
MANILA, CEBU and ILOILO ...	"TAMING" ...	On 21st Feb., Noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CEINHUA," "TAMING" and TEAN. Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI LINE—PASSENGERS, MAILS and CARGO. S.S. "ANHUI," "CHENAN," "LUCHOW," "YINGCHOW," "SHANTUNG" and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 36. D 4

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

"HAICHING" ...	Capt. W. C. Passmore ...	THURSDAY,	15th Feb., at 11 A.M.
"HAIHONG" ...	Capt. J. W. Evans ...	MONDAY,	19th Feb., at 11 A.M.
"HAITAN"	Capt. A. E. Hodgins ...	THURSDAY,	22nd Feb., at 11 A.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

3

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Agents.

24

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to Colombo	Leave Hongkong Noon	Connecting Mail Str. from Colombo	Due at Marseilles 1917	Due at London 1917

When Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available be Messageries Maritimes Company.

INTERMEDIATE STEAMERS
(Non-Transhipment),

IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,

Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID.

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.
PROPOSED SAILINGS:

Steamers.	Leave H'kong. about	Leave S'pore about	Due at M'seilles, if calling about	Due London about
The Intermediate Service is Temporarily Suspended.				

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freights, Handbooks, Dates of Sailing, etc., apply to

E. V. D. PARR.
Superintendent.

23

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY CAPE TOWN and MADEIRA.

VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE NAGOYA and YOKOHAMA...	§ YOKOHAMA MARU Capt. Terada 12,500	WED'DAY. Feb., at Noon.	14th	
	§ TAMBA MARU Capt. Akamatsu 12,500	TUES'DAY Mar., at Noon.	6th	
SYDNEY and MELBOURNE, VIA MANILA BAMBOANGA THURSDAY ISLAND, TOWNSVILLE & BRISBANE.				
CALCUTTA VIA SINGAPORE PENANG and RANGOON				
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO.				
KOBE direct	TOSA MARU Capt. Sakamoto 10,000	WED'DAY. Feb.	21st	
	YETOROFU MARU apt. Hirata 8000	FRIDAY. Feb.	2 nd	
	BENTEN MARU Capt. Tomita 8,000	SUNDAY, Feb	25th	
SHANGHAI and KOBE	TENSHIN MARU Capt. Shira 8,000	SATURDAY, Feb.	17 h	
NAGASAKI, KOBE and YOKOHAMA.	§ NIKKO MARU Capt. Takeda 9,600	FRIDAY, Mar., at 10 A.M.	16th	
SHANGHAI, KOBE and YOKOHAMA.	§ KITANO MARU Capt. F. E. Cope 16,000	THURSDAY, Feb., at 11 A.M.	22nd	
	PENANG MARU Capt. Kushibiki 10,000	SATURDAY, Feb.	24th	

EASTBOUND NEW YORK LINE VIA PANAMA CANAL.
(CARGO ONLY).

NEW YORK — MANILA SAN FRANCISCO, PANAMA AND COLON;
§ Wireless Telegraphy.
For Further Information, apply to—

NIPPON YUSEN KAISHA.
E. MORI, Manager.

TELEPHONE Nos. 292 and 293 5

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA.
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed		Leave Hongkong.
SIBERIA MARU ...	18,000 — 18 knots ...	MON.,	26th Feb.
TENYO MARU	22,000 — 21 knots ...	TUES.,	6th Mar.
NIPPON MARU ...	11,0 0 15 knots ...	SATUR.,	24th Mar.
SHINYO MARU	22,000 — 21 knots ...	MON.,	2nd April.
PERSIA MARU	9,000 — 14 knots ...	MON.,	16th April.

FIRST CLASS TO LONDON G$348 (£71.10.0) RETURN G$609 (£122).
" " " SAN FRANCISCO G$2.50 ... " G$437.50.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and Trans-Siberian Railway.
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

FOR JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE AND VALPARAISO; THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

For Full Particulars as to Passage and Freight, apply to—

T. DAIGO, AGENT,
King's Building.

TELEPHONE 291. [67

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI.
SERVICE TO AND FROM EUROPE.

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Tourane, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

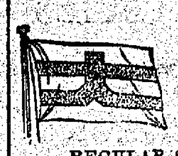
FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA		

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.
Return Tickets to Europe available two years
Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to

J. TOURTET, Acting Agent,
Queen's Building.

TELEPHONE 740 2



O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

North American Line.
(TRANS PACIFIC).

FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, AND YOKOHAMA.

"PANAMA MARU" MONDAY, 19th Feb., at 3 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connections are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang, and Colombo. At present this line's steamers maintains cargo only.

JAVA LINE—Monthly service for Java ports calling at Manila, Saudakan and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Anping, Takao, via Swatow and Amoy.

"SOSHU MARU"	THURSDAY,	15th Feb., at 8 A.M.
"AMAKUSA MARU"	SUNDAY,	18th Feb., at 10 A.M.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be fixed.
For FURTHER INFORMATION, apply to—

H. YAMAUCHI, Manager,
No. 1, Queen's Building.

TEL. Nos. 744 and 745. 49

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

All Steamers fitted with wireless Telegraphy.
The above Steamers are fitted with Refrigerating Machinery ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For Further particulars apply to

GIBB, LIVINGSTON & CO.,
Agents.

12

POST OFFICE NOTICE.

The public are informed that the undermentioned articles are prohibited from importation into the United Kingdom either by letter post or by parcel post:—

Gold manufactured or unmanufactured including Gold Coin and articles consisting partly of or containing gold;

All manufactures of Silver other than Silver Watches and silver watch Cases; Jewellery of any description.

Letters and Parcels containing such articles cannot therefore be accepted for transmission by the Post Office.

Particulars of outgoing and incoming Mails, other than those shown below, will not be advertised in future.

The Post Office will forward all correspondence posted by the fastest routes.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

LOCAL AND REGULAR MAILS OUTWARD.

For	On Week-Days	On Sundays & Holidays
Tai O	5.0 P.M.	—
Tai Po ...	10.00 A.M.	9.30 A.M.
Cheung Chow	2.00 P.M.	—
Shataukok, Shatin and Sheungshui	4.00 P.M.	
Aberdeen, Autau, Ping Shan, Sai Kung Santin, Stanley	4.30 P.M.	
Canton Samshui and Wuchow ...	7.30 A.M. Regr. 5.00 P.M. Letters 5.00 P.M.	5.00 P.M.
Macao	7.15 A.M. 1.30 P.M. 5.00 P.M.	9.00 A.M.
Kongmoon ...	Except Saturdays	5.00 P.M.
Namtau and Sammoi ...	5.00 P.M.	5.00 P.M.
Shamchun ...	10.00 A.M. 4.00 P.M.	9.00 A.M.

From Sheungwan Western Branch P.O.

For	On Week-days	On Sundays & Holidays
Macao ...	7.30 A.M. 1.30 P.M.	8.30 A.M.
Canton ...	7.30 A.M. 9.30 P.M.	9.30 P.M.
Tai Ping Tung	9.30 P.M.	9.30 P.M.
Shek Ki	9.30 P.M.	9.30 P.M.
Kongmoon	6.00 P.M.	6.00 P.M.
Kumchuk	6.00 P.M.	6.00 P.M.
Kaukong	6.00 P.M. Except Saturdays.	6.00 P.M.

7.30 A.M.
1.30 P.M.
5.30 P.M.
9.30 P.M.
9.30 P.M.
9.30 P.M.
6.00 P.M.
6.00 P.M.
6.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

YOUR
MOTOR BOATS AND CARS
Cannot move without a good Spark.
CROWN DRY CELLS
are the most reliable on the market for
Bells, Telephones or Ignition Coils.
WM. C. JACK & CO., LTD.,
14, DES VŒUX ROAD, HONGKONG.
27

Grand Prize of Honour
Panama-Pacific International Expos
SAN FRANCISCO, 1915
ASAHI-BEER
SOLD EVERYWHERE 64

PRINTING & BINDING
OF EVERY DESCRIPTION EXECUTED AT THE OFFICES
OF THE
"HONGKONG DAILY PRESS,"
WHICH ARE REPLETE WITH ALL THE LATEST AND MOST UP-TO-DATE APPLIANCES FOR THE PROMPT PRODUCTION OF HIGH-CLASS WORK.
10A, DES VŒUX ROAD HONGKONG

COMMERCIAL.

CLOSING QUOTATIONS.

	February 13th
On London.—	
Telegraphic Transfer ...	2/4⅜
Bank Bills, on demand ...	2/4⅜
Bank Bills, at 30 days' sight ...	2/4⅛
Bank Bills, at 4 months' sight ...	2/4⅛
Credits, at 4 months' sight ...	2/5⅛
Documentary Bills 4 months' sight	2/5⅛
On Paris.—	
Bank Bills, on demand	330¼
Credits, at 4 months' sight ...	341
On New York.—	
Bank Bills, on demand ...	56¼
Credits, at 60 days' sight ...	—
On Bombay.—	
Telegraphic Transfer	
Bank Bills, on demand	172nom.
On Calcutta.—	
Telegraphic Transfer	—
Bank Bills, on demand	172nom.
On Shanghai.—	
Bank Bills, at sight	nom.
Private, 30 days' sight	—
On Yokohama.—On demand ...	110⅜
On Manila.—On demand—Peses ...	113
On Singapore.—On demand ...	101½
On Batavia.—On demand ...	128⅛
On Haiphong.—On demand	2½% pm.n
On Saigon.—On demand	2 %pm.n
On Bangkok.—On demand	64⅝
Sovereign, Bank's Buying Rate ...	$8.25 n
Gold Leaf, 100 fine, per tael	$ 47.70
Bar Silver, per oz	37 1/16d.

Subsidiary Coins.

	per cent
Hongkong 20 cents pieces ...	$9.00 Premium.
Hongkong 10 „	0.02 „
Canton.... 20 „ ...	$2.75 discount.
Canton, .. 10 „	$2.80 „

Maspero frères
"SPECIALS"


"SPECIALS"
$1.50 for a tin of 50 Cigarettes.
Manufactured by—
MASPERO FRERES,
CAIRO, EGYPT.
15

SHARE LIST.—QUOTATIONS.

Hongkong 13th February, 1917.

Stocks.	Paid up Value.	Official Quotation 10.30 A.M.	Closing Quotation.	Last Dividend.
Banks.—				
Hongkong and Shanghai ...	$125	$720, sellers		£2-3-0 int. act. 1916
Insurances.—				
Cantons	$50	$375		$25 for 1914
China Fires	$20	$155		$9 for 1914
Hongkong Fires	$50	$367½		$27 for 1914
North Chinas	£5	Tls. 159		27½% for 1915
Unions	$100	$900, sales		$60 for 1914
Yangtszes	$40	$255		$18 for 1914
Shipping.—				
Douglas S.S. Co.	$50	$114, buy.		$14 for year ending 31 for 1915 [30-5-15
Canton Steamboats	$15	$20½, buyers		3/- int. for 1916
Indo-China Pref	£5	$41½		10/- int. for 1916
Do. Def.	£5	$127, sales		$2.10 for year ending 30-4-16
Star Ferry Co.	$10	$33, buyers		$12 for 1915
Refineries.—				
China Sugars	$100	$126½, sel.		First year
Mahaboo Sugars	P30	$39		$3.50 for 1915
Docks, Wharves and Godowns.—				$2½ int. for 1916
Kowloon Wharf Co.	$50	$88, buyers		Tls. 7½ for year ending 30-4-16
H. and W. Dock Co.	$50	$126, buy.		
Shanghai Docks	Tls. 100	Tls. 85, sel.		$7 for 1916
Lands, Hotels, and Buildings.—				$3 for ½ year
Central Estates	$100	$93		$7 for 1916
Hongkong Hotels	$50	$112, sellers		50 cents for 1916
Hongkong Lands	$100	$91, buyers		$2 for 1916
Humphreys Estates	$10	$6½ x div. b.		$5.25 for 1916
Kowloon Lands	$30	$38, x div.		
West Points	$50	$73, sellers		
Oils.—				Tl. 1 for year ending 31-10-15
Langkats	G10	Tls. 21, sel.		2/- int. account 1916
Shells	£1	106/-		9% for 1915/16
Ural Caspian	£1	32/9		
Mining.—				1/- int. act. year ending 30-6-16
Kailans	£1	36/-		None since 1910
Raubs	£1	$2.40, sellers		3/- int. account 1916
Tronoh	£1	28/-, x div.		
Cotton Mills.—				Tls. 9 for year ending 31-10-16
Ewo	Tls. 50	T. 145		T. 0.90 for year ending 30-11-16
Kung Yik	Tls. 10	T. 13½, sel.		Tls. 6 for year ending 30-6-16
Shanghai	Tls. 50	T. 115, sel.		Nil for 1915
Yangtszepoo	Tls. 5	Tls. 5½, sel.		
Miscellaneous.—				72 cents for 1915
China Borneos	$12	$8		None since 1906
China Lights	$5	$4.60, buy.		70 cents for 1915
China Providents	$10	$9, sellers		$3 for year ending 31-7-16
Dairy Farms	$6	$25½		60 cents for 1915
Green Island Cement	$10	$11.40, buy.		$2.25 for year ending 29-2-16
Hongkong Electrics	$10	$49, buyers		$2 int. account 1916
Hongkong Ices	$25	$160		$1 int. account 1916
Hongkong Ropes	$10	$34½		None for year ending 31-5-16
Hongkong Steels	$10	$10		Int. 7% account 1916
Hongkong Trams	5/-	$7.20		7% for year ending do. [30-4-16
Peak Trams Old	$10	$10		25 cents for year ending 31-5-16
Do. New	$1	$1		$1.25 for 1916
Steam Laundries	$5	$3½		70 cents for 1915
Union Waterboats	$10	$15½, buy.		None since 1914
Watson & Co.	$10	$6½, buyers		
Wm. Powell, Limited ...	$7	$6		

Rubbers, (Singapore Currency)	Paid-up Value.	Year Ends.	Latest Quotation.	Dividend for Last Year.	Int. Div. to Date.
Alor Gajahs	$1	Sept.	$3.90	65 p. c.	—
Ayer Panas	$5	Jan.	$11.70	35 p. c.	10 p. c.
Glenealy	$1	Oct.	$2.30	30 p. c.	20 p. c.
Kedah	$1	Apl.	$4.00	42½ p. c.	20 p. c.
Kumpas	$2	June	$3.10	40 p. c.	—
Malaka Pindas	$1	Aug.	$2.35	30 p. c.	—
Malakoff	$2	Dec.	$4.65	35 p. c.	10 p. c.
New Serendah...	$2	Dec.	$4.30	20 p. c.	10 p. c.
Sandycroft	$2	Jan.	$5.00	23 p. c.	12½ p. c.
Tapah	$10	Dec.	$21.00	25 p. c.	20 p. c.
Plantation Rubber in London ...			3/3		

VERNON & SMYTH, Share Brokers.

BEFORE LEAVING FOR HOME
ON A HOLIDAY
ORDER THE
"HONGKONG WEEKLY PRESS"
TO BE SENT TO YOU, AND SO
KEEP IN TOUCH WITH THE FAR EAST.
ALL THE NEWS OF THE WEEK FULLY RECORDED.
INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.
24 PAGES! 24 PAGES!! 24 PAGES!

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling.
£1,500,000, at 2/— $15,000,000
Silver $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

Court of Directors:
W. L. Pattenden, Esq.—Chairman.
S. H. Dodwell, Esq.—Deputy Chairman.
Hon. Mr. C. E. Anton, G. T. M. Edkins, Esq., C. S. Gubbay, Esq., Hon. Mr. P. H. Holyoak, E. V. D. Parr, Esq., J. A. Plummer, Esq., Hon. Mr. E. Shellim.

Chief Manager:
Hongkong—N. J. Stabb, Esq.
Manager:
Shanghai—A. G. Stephen, Esq.
London Banker:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

Hongkong Interest Allowed.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
On Fixed Deposits.
For 3 months, 2½ per cent. per annum.
„ 6 „ 3½ „ „
„ 12 „ 4 „ „
N. J. STABB,
Chief Manager.
Hongkong, 7th February, 1917. [9

THE BANK OF CHINA GOVERNMENT BANK.
(Specially Authorised by Presidential Mandate of 15th April, 1913.)
Authorised Capital $60,000,000
Paid-up Capital $10,000,000
HEAD OFFICE.—PEKING.
BRANCHES AND SUB-BRANCHES.
Shanghai: Nanking: Chinkiang, Yangchow, Wusieh, Wuhu, Anshing, Tatung, Tsinkiangpo, Soochow. Hankow: Shashi, Ichang, Nanchang. Tientsin: Paoting, Tongshan, Luanhsien, Tsangshsien, Hsingtai. Hangchow: Weichow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo, Kaifeng: Changtah, Sinyang, Loho, Chowkou. Tsinan: Chowtsun, Taohsien, Linchi, Lintsing, Tsinsien, Yihtuh, Huiming, Chefoo, Tsingtao. Taiyuan: Yuncheng. Foochow. Changchun: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung. Canton. Kueiyang, Peking, Kueihu's Suiyuancheng, etc., etc.

CANTON BRANCH.
Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted. loans granted on approved securities. Special facilities for Home Exchange.
Hongkong 13th October, 1914. [182

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
Incorporated by Royal Charter, 1853
Head Office—London.
Paid-up Capital £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000
FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
T. C. DOWNING,
Manager.
Hongkong, 15th June, 1915. [144

BANKS

THE BANK OF TAIWAN, LIMITED.
(Taiwan Ginko).
Incorporated by Special Imperial Charter, 1899.
Capital Subscribed Yen 20,000,000
Capital Paid-up „ 15,000,000
Reserve Funds „ 4,889,000
HEAD OFFICE:
TAIPEH, FORMOSA.
BRANCHES:
JAPAN—Kobe, Osaka, Tokyo.
FORMOSA—Ako, Giran, Kagi, Karenko Keelung, Makung, Pinan, Shinchiku, Taichu, Taiwan, Takow, Tamsui.
CHINA—Amoy, Canton, Foochow, Hankow, Kiukiang, Shanghai, Swatow,
OTHERS—Hongkong, London, Singapore Soerabaia.
LONDON BANKERS:
Capital and Counties Bank, London, and South-Western Bank, Parr's Bank.
The Bank has Correspondents in the Commercial centres of Russia, Manchuria, Indo China, India, Philippine Islands, Java, Australia America, and elsewhere.
N. YANAGITA
Manager.
HONGKONG BRANCH,
3, Des Vœux Road.
Hongkong, 15th December, 1916. [104

THE MERCANTILE BANK OF INDIA, LIMITED
Head Office: 15, Gracechurch St., London
Authorised Capital£1,500,000
Subscribed „ 1,125,000
Paid-up „ 562,500
Reserve Fund „ 550,000
Bankers:
The Bank of England.
The London Joint Stock Bank, Limited
Branches:
Bombay, Calcutta, Colombo, Delhi, Port Louis (Mauritius), Galle, Hongkong, Howrah, Kandy, Karachi, Kota Bharu, Kuala Lumpur, Madras, Penang, Rangoon, Shanghai, Singapore
Hongkong Branch.
Every description of Banking and Exchange business transacted.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.
C. CHAMPKIN,
Acting Manager.
Hongkong, 26th May, 1916. [62

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the Hongkong and Shanghai Banking Corporation,
N. J. STABB,
Chief Manager.
Hongkong, 2nd November, 1914. [10

Printed and Published by Henry Adolphus Cartwright, for The Hongkong Daily Press, Ltd., at 10A, Des Vœux Road Central, Victoria, Hongkong. London Office: 131, Fleet Street, E.C.